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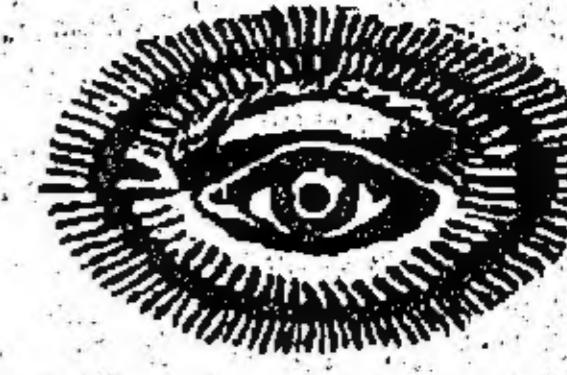
# The China Mail

ESTABLISHED 1845

No. 27,162

HONG KONG, THURSDAY, APRIL 25, 1929. PRICE \$3.00 Per Month.

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## ROYAL VISITOR HONOURED ON HIS ARRIVAL IN HONG KONG

### GREAT DAY HERE

#### THE DUKE OF GLOUCESTER'S LANDING

#### SCENES AT QUEEN'S PIER

#### Colony Manifests Loyalty To Reigning House

#### BRITISH & CHINESE COMMUNITIES PRESENT ADDRESSES

The great day is here.

Hong Kong has welcomed the King's third son, and is still busy, with "nods and becks and wreathed smiles," with cheers and glad colours, manifesting its feelings of loyalty to our Reigning House.

Such opportunity comes seldom. It is reasonable to make the most of them: The occasion is historic. It ought to imprint imperishable memory, memories worth recording.

The Duke is a charming man. "So good looking," say our ladies.

"A real sport," add the men. What more to say?

Below the various members of the "China Mail" staff narrate the various events of the day, from their respective angles of observation.

#### THREE DAYS' FESTIVITIES BEGUN

Hong Kong awoke to a bright and clear morning. Its loyal citizens took extra pains in their dress, and long before the "Morea" was due to enter the harbour, every point of vantage was eagerly sought. From their "look-out" the crowd waited and watched, and anxiously looked to see what the Military and Naval men were doing.

The arrival of the "Morea" from Home marked the opening chord of the thunderous orchestration of Hong Kong's welcome.

And as the "Morea" passed the warships in port, their crews sent up a roaring cheer which was re-echoed by the merchantmen in port as the ship swung along to her mooring place.

#### Every Heart in Tune

The crowd ashore was not to be outdone. Every proud heart beat in tune. And the Chinese citizens of the Colony joined in the hearty welcome.

Yielding with those ashore, the ships, following the example of the naval vessels, all dressed ship and from their mast heads bunting fluttered a welcome to the Duke. Motor boats, gaily beflagged, scuttled about the harbour, and the not the least effective note in the waterfront welcome to His Royal Highness was the appearance of many native craft "dressed" in their festive garments.

The gala day then began. Detachments of soldiers and blue-jackets and our European, Indian and Chinese police had taken up their allotted positions in lining the streets. Under Capt. E. J. R. Mitchell, detachments of the Machine Gun Co., Scottish Co. and the Portuguese Co. of the Hong Kong Volunteer Defence Corps were also on parade on the waterfront, and members of the Police Reserve were on duty.

Before 10 a.m. there was a huge crowd at the junctions leading to Queen's Pier. The verandahs of adjoining buildings were packed.

The Pier itself was picturesque. There was the glint of medals and the gold of the uniforms gleaming amid the dark foliage. The Union Jack predominated in the decora-

(Continued on Page 7.)

#### ADDRESS BY BRITISH COMMUNITY

#### "LOYAL WELCOME"

#### NOW DAWNING AN ERA OF PROSPERITY

#### MESSAGE TO H.M. THE KING

#### WHO'S WHO HERE STAFF OF H.R.H. THE DUKE OF GLOUCESTER

#### ADMIRAL'S FORMER VISIT

His Royal Highness, Prince Henry William Frederick Albert, Duke of Gloucester, Earl of Ulster and Baron Colloredo, K.C., P.C., G.C.V.O., the third son of Their Majesties King George V and Queen Mary, was born on March 31, 1900, so that he celebrated his last birthday at sea, having sailed from Home on the P. & O. s.s. "Morea" to invest H.I.M. Emperor Hirohito of Japan with the insignia of the Order of the Garter.

He was educated at Eton, where he served in the Officers Training Corps. Photos of his life at Eton are reproduced on page 10.

In July, 1919 he was gazetted a 2nd Lieutenant in the King's Royal Rifle Corps. The tallest of the King's four sons, he was made Captain in a cavalry regiment, the 10th Hussars.

To members of the legal profession he conferred the honour of consenting to become an honorary member of the Bar and Benchers of Gray's Inn.

The high mission on which Your Royal Highness is now proceeding is of special interest to this Colony

(Continued on Page 9.)

#### GREETINGS FROM THE CHINESE COMMUNITY'S ODE

#### "OUR PRINCE WITH HIS NOBLE ANCESTRY"

#### UNFEIGNED SINCERITY

The Hon. Sir Shou-son Chow, Kt., Unofficial member of the Executive Council and senior Chinese member of the Legislative Council on behalf of the Chinese community in Hong Kong, delivered the following address to-day to H.R.H. the Duke of Gloucester in the City Hall to-day:

Presented to His Royal Highness Prince Henry William Frederick Albert, Duke of Gloucester, the 25th day of April, 1929, by the Chinese Community of Hong Kong.

Of late the tidings of the illness of His Majesty King George were to all and to all his subjects a matter of grave anxiety. But now that this happy augury of His Majesty's recovery allows our Prince with his unshaken mind to direct his golden chariot upon this Royal mission and at last to come among us, the people of the Colony, old and young, make manifest their desire, they run hither and thither to spread the news and offer their greetings from the roadside, eager for the joy of seeing Your Royal person.

Our Prince with his noble ancestry of the Royal Line has ever taken the

#### "TEA CORNER?" IS THE MARKET OPEN TO "RIGGING"?

#### EFFECT OF DUTY ABOLITION

London, Yesterday.

The "Manchester Guardian" says that the danger of a "corner" in tea, as a result of the removal of the duty, is being freely discussed in the lobbies of the Commons. It is feared that the abolition of bonded warehouses will leave the market open to "rigging."

It is further alleged that certain influences are already working to take advantage of the position, and it is argued that now that stocks will not be required to pass through bond it will be possible to conceal supplies, and hold them for a rise.

The Dutch Duty Discussion

The Hague, Yesterday.

Herr Van Sasse Van Yssel, a member of the Catholic Party in the Second Chamber, has notified a question to the Minister of Finance in regard to the abolition of the tea duty in Britain.

He asks whether the existence of a tea duty in Holland of 75 florins

#### HOUSE OF COMMONS & DISARMAMENT

#### A DISCUSSION

#### SIR A. CHAMBERLAIN'S SPEECH CRITICISED

#### GOVERNMENT'S ATTITUDE

London, Yesterday.

In the House of Commons, questioned as to the attitude of Mr. Gibson's speech at Geneva on April 22, Sir Austen Chamberlain emphasised that the British Government, like the United States, desired not merely the limitation but the reduction of naval armaments and had themselves made proposals for a general reduction in every class of war vessels. As between ourselves and the United States the differences hitherto existing had not been concerned with these great principles nor with the relative strengths of the respective navies but with the determination of the categories into which warships should be divided, the Government should be divided, the Government on this point noted with much interest the new criteria suggested by Mr. Gibson. They attach the greatest importance to the possibilities opened by the greater elasticity given by Mr. Gibson's suggestion to the adjustment of the different circumstances of the two Powers, and finally desire to express their warm appreciation of the American delegates and give an assurance that the American suggestions will be considered in the same spirit and with the most earnest wish to reach a complete understanding.

#### Labour Views

Comdr. Kenworthy (Labour) suggested that there was nothing definite as regards acceptance in Sir A. Chamberlain's reply and asked whether this offer would be treated differently from the similar American offer of last September?

Sir A. Chamberlain replied: "I don't understand Comdr. Kenworthy's motive in endeavouring to diminish the effect or substantial importance of my statement."

Comdr. Kenworthy: "It was exactly on the proposal of categories that general agreement was not reached in 1927. My motive is to see that we do not make further blunders."

Sir A. Chamberlain: Comdr. Kenworthy has not defined the points of difference between us. I have done so in my answer and thus hope that I have reduced it to proper proportions."

Mr. Garro Jones asked whether the statement implied the abandonment of the policy of the Anglo-French Pact, leaving submarines under 600 tons unrestricted.

Sir A. Chamberlain, in reply, emphasised that there never was an Anglo-French Pact and said that in the Anglo-French discussion, it was suggested as a basis that His Majesty's Government had always favoured restriction in every class. "We only varied the position in the hope that by conceding something we might secure progress."

(Continued on Page 14.)

The beautiful casket, made by Messrs. Lock Hing, containing the address presented to-day by the British community of Hong Kong to H.R.H. the Duke of Gloucester in welcoming him to the Colony, en route to Japan as head of the "Garter Mission." Other pictures on page 10 of this issue.

the Pier, to lively music of the Band of the 1st Battalion the Somerset Light Infantry.

H.E. The Governor (Sir Cecil Clement, K.C.M.G.) in full uniform, with his Aide-de-Camp (Capt. F. G. Sillitoe, R.M.) and Private Secretary (Capt. A. J. L. Whyte, R.E.), and the Honorary Aides-de-Camp (Capt. P. Perfect, K.O.S.B., Mr. W. R. Scott, H.K.P., and the Subadar-Majors of the 3/15th Punjab Regt. and the H.K. & S. Brigade R.A.) arrived and then left for the "Morea" on the launch "Britannia." Half an hour or so elapsed before His Excellency returned. The air of expectancy became greater.

Promptly at the pre-arranged time (10.55 a.m.), the launch "Lila" (under the Hon. Comdr. G. F. Hole, R.N., ret., Harbour Master) put off from the "Morea" for the "Morea" on the launch "Britannia." Half an hour or so elapsed before His Excellency returned. The air of expectancy became greater.

During the recent troubles His Majesty thought fit, for the protection of his subjects and their property, to increase His Naval and Military Forces in the Far East. We are grateful for His Majesty's concern on our behalf. We here did what was in our power for the health and comfort of His Majesty's Sailors and Soldiers and are deeply ap-

preciative of His Majesty's recognition not only to its geographical position but also to the very friendly relations which exist between this Colony and Japan.

The population of the Colony continues to increase but such increase brings with it enhanced responsibilities. It may interest Your Royal Highness to know that the Colony is at the moment engaged in an extensive scheme of improved water-supply. The winter months were exceptionally dry and the drought has necessitated irksome restrictions. Our improved water-supply is designed to meet the needs of all sections of the Colony's population.

The Port of Hong Kong still holds its dominant position as a world shipping port, and work is in progress to enable this Colony to take its place as one of the great Air Ports of the future.

We sincerely regret that the duration of your visit is short, but we realise that you have many and important duties to perform and we can only hope that Your Royal Highness will take away pleasant memories of your sojourn.

We wish Your Royal Highness a fair voyage and a safe return home, and we beg You on reaching England to convey to our beloved Sovereign a message assuring him of the loyalty and devotion we bear him and of our joy at His recovery from His recent illness.

25th April, 1929.

lead in camp and council as all do per 100 kilogrammes is not calculated to harm the Dutch tea trade, and shift the market to London.

He also enquires whether the Minister is prepared to consider measures in the immediate future to prevent such an eventuality.

Reuter.

Wherever points his starry chariot There do all men feel the soft air acknowledge.

8.—Upon his devious travels he comes

among us

To visit his people;

We strain the neck to see his Royal person;

With shouts of joy like thunder.

4.—Tiny is our rocky islet

But for long has it been girt by the Royal benevolence;

High is his virtue and his goodness

Is spread abroad

Reaching to the humblest of his subjects.

5.—To see with our eyes the Royal presence

This is to enjoy a glorious fortune;

With unfeigned sincerity we offer

up this Ode,

This noble tribute of our rude verses.

1.—Now is our Prince

Young in years but sage in counsel;

Beside his skill in letters

He is well versed in martial affairs.

2.—Of late he has received the King's favour.

And bears the token of his Eastern mission;

With unfeigned sincerity we offer

up this Ode,

This noble tribute of our rude verses.

Reuter.

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1.—Now is our Prince



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WANTED.—English Woman seeks daily employment. Capable child's nurse. Apply to Box 580, c/o "China Mail."

WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

## TO LET.

TO LET.—GODOWN, 150, Praya East.—Apply: CANDE, PRICE & CO., LTD.

TO LET.—31b, Nathan-road, 2nd flr. 4-roomed flat with flush system. Apply to: Y. Lee, 337, Nathan-road, Kowloon.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 587, Nathan Rd.

TO LET.—"Norman Cottage" East, Seth's Corner, Furnished 6 roomed house. Garage for Austin "7." Early occupation. Apply to: Percy Smith, Seth & Fleming.

## FOR SALE.

FOR SALE.—"Barkers" Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 505, c/o "China Mail."

FOR SALE.—Wharfside Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 504, c/o "China Mail."

FOR SALE.—Large Rickshaw, in perfect condition; pneumatic tyres; recently overhauled. Can be seen any time. Y.M.C.A., Kowloon.

## MISCELLANEOUS.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY  
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Camb. Teachers' Diploma.  
MISS GERTRUDE TURNER  
(National Frodel Higher  
Certificate).

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, May 1, 1929,  
commencing at 2.30 p.m.,  
at No. 292, The Peak, Gough Hill.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE.

Comprising:—  
Chesterfield Couch, Chesterfield Chairs, Armchairs, Teak Card Table, Standard and Table Lamps, Teak Revolving Book Case, Teak Desk, Pictures, Engravings, Bronze and Brass Ornaments, Curios, Curtains, Carpets, etc. etc.

Teak Dining Table, Dining Chairs, Teak Sideboard, Dinner Waggon, Glass Cabinets, Silver and EP. Ware, Cutlery, Glass Ware, Dinner Crockery, etc. etc.

Iron Bedsteads with Spring Mattresses, Teak Wardrobe, Teak Chest of Drawers, Teak Dressing Table, Tables, Marble Top Wash Stands, Toilet Sets, etc. etc.

also

White Refrigerator, Enamel Baths, Cooking Stove, Aluminium Kitchen Utensils

and

Plants in Pots, Palms and Ferns.

On View from Tuesday, April 30, 1929.

Terms:—Cash on Delivery.  
Catalogues will be issued.

LAMMERT BROS.  
Auctioneers,  
Hong Kong, April 24, 1929.

You have more assurance  
by taking  
OUR GENUINE CHINESE  
MEDICINE & PILLS.  
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Established 1892.  
180, Queen's Road C.  
Tel. C. 1853.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions from the Rev. Mr. G. E. S. Updell, to sell by Public Auction,

ON

MONDAY, the 29th April, 1929,  
commencing at 2.30 p.m.  
at No. 5, Queen's Gardens.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE

and

A Quantity of  
BLACKWOOD WARE

(Catalogues will be issued).

On View from Sunday, the 28th April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

Hong Kong, 22nd April, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, April 27, 1929,  
commencing at 10.30 a.m.,  
at The Hong Kong & Shanghai  
Hotels Public Bar, at 16,  
Des Voeux Road.

One Very Large Carved Teak Marble Top Counter with Brass Foot Railings, also the back portion made of Fine Carved Teak wood with Fine Oil Painted Panels and Large Bevelled Mirrors

and

Two Large Teak Ice Boxes.  
Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

Hong Kong, April 24, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON

MONDAY, April 29, 1929,  
commencing at 11 a.m.,  
at No. 52A, Nathan Road,  
Kowloon.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE

Comprising:—

Chesterfield Couch, Chesterfield Chairs, Teak Dining Table, Teak Dining Chairs, Teak Sideboard, Teak Glass Cabinet, Teak Ice Chests, Brass Ornaments, Chinese Porcelain, Dinner Crockery, Glass Ware, Pictures, Curtains, Carpets, etc. etc.

Teak Bedstead, Teak Wardrobe with Glass Door, Teak and Marble Top Washstand, Teak Dressing Table, Teak Chest of Drawers, Tables, etc.

also

Few Pieces of Blackwood Ware.  
(Furniture by Lane, Crawford, Ltd.)

On View from Sunday, April 28, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

Hong Kong, April 24, 1929.

THE Undersigned have received instructions from E. A. S. Hayward Esq., O.B.E. to sell by Public Auction

ON

TUESDAY, April 30, 1929,  
commencing at 11 a.m.  
at No. 18, MacDonnell Road  
(Lower Flat).

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE

Comprising:—

Chesterfield Couch, Chesterfield Chairs, Large Armchairs, Teak Book Case, Teak Hat Stand, Teak Dining Table, Sideboard, Teak Bedstead, Teak Wardrobe and Bevelled Mirror Doors, Teak Dressing Table, Mahogany Chest of Drawers, Teak Book Stand, Folding Screen, Teak Ice Chest, Curtains, Ornaments, Hand Paint Dessert Set, Dinner Crockery, Glass Ware, Cooking Utensils, etc.

etc.

Silver Salver, Silver-ware and cut-glass

and

One Piano by "Bluthner"

One Gramophone with Cabinet and Records.

On View from Monday, April 19, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

Hong Kong, April 24, 1929.

## CLOSING SALE

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Canton Shawl, Swatow Linen, Shanghai Silk, and all sorts of  
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## NOTICES.



## NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED of the following Traffic arrangements which will be enforced during the landing of H.R.H. The Duke of Gloucester on THURSDAY, the 25th inst. and the reception on the H.K. Cricket Club Ground on the 26th inst.

1.—Connaught Road Central from Pedder Street to Jackson Road will be entirely closed from 10.00 a.m. to 11.30 a.m. Vehicular traffic will proceed via Des Voeux Road Central.

2.—Queen's Road Central from Garden Road to Ice House Street will be entirely closed to vehicular traffic (except tram cars) from 11 a.m. to 12 noon. West bound traffic will be diverted by way of Murray and Chater Roads. East bound traffic from Queen's Road Central by way of Pedder Street, Chater Road and Murray Road.

3.—No motor cars will be permitted to park in City Hall Square, Statue Square, Wardley Street and Chater Road from Statue Square to Murray Road between 10 a.m. and 12 noon.

4.—Guests invited to attend at Queen's Pier on 25.4.29 will proceed by way of Murray Road and Connaught Road Central to the Hong Kong Club where they will alight and walk to the pier. Cars to be parked in Connaught Road Central east of the Hong Kong Club.

At the conclusion of the reception on the pier, the guests will walk to the City Hall by way of Statue Square and Wardley Street.

At 11.30 a.m. the cars parked in Connaught Road Central east of H.K. Club may be allowed to proceed to Wardley Street and Statue Square.

5.—No bus traffic will be permitted west of Garden Road between 10.45 a.m. and 11.30 a.m.

6.—Traffic proceeding to and from the Upper Levels between 10.30 and 12.30 will be diverted by way of Ice House Street, Lower Albert Road, Wyndham Street and Arbuthnot Road and Vice Versa.

7.—Wardley Street between Queen's Road Central and Des Voeux Road Central will be entirely closed to traffic between 10.30 and 12.30 hours, except for parking as in para 4.

8.—Kennedy Road will be entirely closed to vehicular traffic from 4 p.m. to 6.30 p.m.

FRIDAY, 26th inst.

Reception at the Hong Kong Cricket Ground.

1.—Guests arriving from the west of Jackson Road will enter the Cricket Ground by the gate in Queen's Road Central. Guests arriving from Garden Road and from east of Murray Road will enter by the gate in Murray Road.

2.—Exit will be by gates in Queen's Road Central and Murray Road. Cars will not be allowed to approach the gate in Queen's Road Central to pick up owners or passengers.

3.—Cars will be parked in Chater Road, Jackson Road outside Hong Kong Club, and Connaught Road near the V.R.C.

4.—Connaught Road Central east of Star Ferry and Chater Road east of Queen's Statue will be closed to vehicular traffic between 3.30 and 5 p.m. Traffic will proceed via Pedder Street and Des Voeux Road Central.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis by £5 each, up to Friday, April 26, 1929.

The charge for admission for Ladies to the Members' Enclosure will be £2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.

Hong Kong, April 20, 1929.

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## NOTICES.



## NOTICE.

HONG KONG & KOWLOON  
WATER SUPPLY.

THE QUANTITY OF WATER

in the Storage Reservoirs has fallen so low that further restrictive measures are under consideration, and should an adequate rainfall not occur before the end of April the Water Supply in HONG KONG and KOWLOON will be CUT OFF daily between the hours of 6 p.m. and 6 a.m. from the 1st May.</p

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From Hong Kong.

S.S. "RO SANDRA" . . . . . Sails on or about 27th April.  
M.V. "ROMOLO" . . . . . Sails on or about 27th April.  
S.S. "FIUME" . . . . . Sails on or about 14th May.  
S.S. "VENEZIA" . . . . . Sails on or about 23rd May.

HOMewardS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 29th April.  
M.V. "ESQUILINO" . . . . . Sails on or about 3rd May.  
S.S. "RO SANDRA" . . . . . Sails on or about 25th May.  
M.V. "ROMOLO" . . . . . Sails on or about 28th May.

## NATAL LINE OF STEAMERS

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SHINYO MARU . . . . . Wednesday, 1st May.

SIBERIA MARU . . . . . Wednesday, 16th May.

SEATTLE, VICTORIA via Shanghai &amp; Japan Ports.

MISHIMA MARU . . . . . Monday, 6th May.

IYO MARU . . . . . Monday, 20th May.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.

HARUNA MARU (Calls Hall) . . . . . Saturday, 4th May.

KAMO MARU . . . . . Saturday, 18th May.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

KAGA MARU . . . . . Wednesday, 22nd May.

TANGO MARU . . . . . Wednesday, 20th June.

BOMBAY via Singapore, Penang, &amp; Colombo.

† BENGAL MARU . . . . . Friday, 26th April.

† HAKODATE MARU . . . . . Wednesday, 1st May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico &amp; Panama.

GINYO MARU . . . . . Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

HAKATA MARU . . . . . Monday, 6th May.

NEW YORK via PANAMA.

† LIVERPOOL MAU . . . . . Monday, 29th April.

LIVERPOOL via Port Said, Geneva, Marseilles.

† TOYOOKA MARU . . . . . Tuesday, 21st May.

CALCUTTA via Singapore, Penang &amp; Rangoon.

† TOKUSHIMA MARU . . . . . Monday, 29th April.

† MALACCA MARU . . . . . Wednesday, 8th May.

SHANGHAI KOBE &amp; YOKOHAMA.

† MUROKAN MARU . . . . . Wednesday, 25th April.

† TAJIMA MARU . . . . . Tuesday, 30th April.

ATSUTA MARU . . . . . Tuesday, 30th April.

SADO MARU (Calls Nagasaki) . . . . . Saturday, 4th May.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 232 and 3897. (Private exchange to all departments.)

## O. S. K.

## SAILINGS FROM HONG KONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—via Singapore, Colombo, Suez and Port Said.

AMUR MARU . . . . . Saturday, 11th May.

DE VASCONCELOS, SANTOS &amp; BUENOS AIRES via Suez, Singapore, Colombo, Durban &amp; Cape Town.

SANTOS MARU . . . . . Friday, 17th May.

BOMBAY—via Singapore &amp; Colombo.

HONOLULU MARU . . . . . Saturday, 4th May.

SUMATRA MARU . . . . . Sunday, 10th May.

DURBAN, LORENDO MARQUES, BEIRA, DARES SALAAM, ZANZIBAR &amp; MOMBASA—via Singapore &amp; Colombo.

MEXICO MARU . . . . . Thursday, 2nd May.

CALCUTTA—via Singapore, Penang &amp; Rangoon.

SEATTLE MARU . . . . . Thursday, 2nd May.

KASAJO MARU . . . . . Saturday, 18th May.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Japan Ports.

LONDON MARU (From Shanghai) . . . . . Monday, 29th April.

MELBOURNE via Manila, Brisbane &amp; Sydney.

HIMALAYA MARU . . . . . Wednesday, 8th May.

BANGKOK—via Saigon.

HAIPHONG—via Hanoi &amp; Pekow.

NEW YORK—via Japan ports, San Francisco &amp; Panama.

HAGUE MARU . . . . . Wednesday, 16th May.

JAPAN PORTS.

BATAVIA MARU . . . . . Sunday, 6th May.

AITAI MARU . . . . . Wednesday, 16th May.

EEELUNG—via SWATOW &amp; AMOT.

Sunday, 28th April 3 p.m.

CANTON MARU . . . . . Sunday, 5th May 3 p.m.

HOZAN MARU . . . . . Sunday, U.K., May 9.

TAKAO—via SWATOW &amp; AMOT.

Thursday, 2nd May noon.

TAKAO, XEELUNG.

BATAVIA MARU . . . . . Sunday, 5th May.

SANUKI MARU . . . . . Wednesday, 22nd May.

For further particulars, please apply to—OSAKA SHOSEN KAISHA.

M. TAKUCHI, Manager.



## SHIPPING SECTION.

## SHIPBUILDING

LLOYD'S FIGURES FOR  
1928

We give below the summary of the mercantile shipbuilding of the world for 1928, issued by Lloyd's Register of Shipping. The compilation, which is the most precise and comprehensive of its kind, published shows that during the year there were launched in the world 559 vessels, of 2,699,233 tons gross, of which 1,445,920 tons were in Great Britain and Ireland and 1,253,319 tons elsewhere. The output in Great Britain and Ireland represents 53.3 per cent. of the total, which percentage is exactly the same as that for the year 1927. The output (in tons) of the other principal shipbuilding countries was as follows:

Germany—376,416; Holland, 187,754; Denmark, 138,712; Sweden, 106,912; Japan, 103,863; and United States, 91,357. There was an increase in the world output, as compared with 1927, of 1,000 tons, the tonnage launched in Great Britain and Ireland alone being 220,000 tons more than in the previous year. In Great Britain and Ireland 292,234 tons was launched for owners residing abroad, equal to 20.2 per cent. of the total output.

During the year 1928 there have been launched in Great Britain and Ireland 420 merchant vessels, of 1,445,920 tons, viz., 330 steamers, of 1,012,774 tons, 76 motor ships of 427,916 tons, and 14 barges, of 5,230 tons. With the exception of a composite yacht fitted with oil engines all these vessels have been built of steel and one sailing vessel has been launched during the year. The output for 1928 is 220,047 tons higher than that for the year 1927. The present total represents 53.5 per cent. of the world's output for 1928, which is exactly the same percentage as for 1927, as compared with 38.2 per cent. in 1926, 49.5 per cent. in 1925, 64.1 per cent. in 1924, and 58 per cent. in 1913.

The returns for 1928 show that 97 vessels of between 5,000 and 10,000 tons each and 16 vessels of 10,000 tons and upwards were launched. The largest was the turbine steamship "Lancaster" of Bedford, 10,121 tons, "Duchess of Richmond" and "Duchess of York" (each of 20,022 tons), the turbo-electric vessel "Viceroy of India" (19,000 tons), and the motor ship "Ranicki" (18,000 tons). Excluding vessels of less than 1,000 tons, 51 vessels of 30,348 tons (24 steamers, of 113,490 tons, and 27 motor ships, of 186,858 tons) for the carriage of oil in bulk were launched during 1928. Of these, 41 vessels, of about 265,000 tons were built on the Isherwood system of longitudinal framing. Included in the latter figures are 15 tankers of 90,297 tons, built on the "Brakeless" system, a modification of the Isherwood longitudinal system. The tonnage of steamers fitted for burning oil fuel launched during the year amounts to over 31,000 tons. The tanker tonnage, including 4 vessels of less than 1,000 tons each, represents 21 per cent. of the total tonnage of the steamers and motor ships launched during 1928. The returns include a number of vessels designed for Channel, coasting, fishing (54 vessels), towing, harbour service and other special purposes. The average tonnage of steamers and motor ships launched during the year is 3,548 tons. If the vessels of less than 600 tons are excluded, the average is increased to 4,656 tons, as compared with 4,198 in 1927, 4,456 in 1926, 4,439 in 1925, 3,777 in 1924, and 3,905 in 1923.

## SOME RECENT CONTRACTS

Messrs. A. and J. Inglis, Limited, Pointhouse, Glasgow, have received orders from the Argentine Navigation Company (Nicolas Mihanovich), Limited, London and Buenos Aires, for two twin-screw motor vessels. This is the fourth order of a similar kind in which these owners have given to Messrs. Inglis, since 1925. These two vessels are to be similar to the second pair, the "Glasgow" and the "Cardiff" launched this year, and will be 1,500 tons gross, and of the following dimensions:—Length, 275 ft.; breadth, 43 ft. 2 in.; and depth, 12 ft. 6 in. They will have six-cylinder four-stroke, trunk-type, internal-combustion engines of Harland & Wolff, Limited, Glasgow, developing about 9,000 aggregate horse-power. The Greenock Dockyard Company, Limited, Greenock, have secured another order from the Clan Line (Cayzer, Irvine and Company), Glasgow, for a cargo steamer of about 10,600 tons deadweight. This new vessel, which will be commenced almost immediately, will be similar in most respects to the "Clan Macphee," which was launched recently, the dimensions of which are 450 ft. in length, 58 ft. in breadth and 33 ft. 6 in. in depth to the upper deck. Messrs. John G. Kinross and Company, Limited, Greenock, will supply the machinery, which will be triple-expansion engines and a Bauer triple-expansion turbine—“Engineering.”

“To Canada, through the same fleet, has fallen also, the honour of leading the world in one of those ship-propulsion changes which compel a reconsideration by all shipowners of the character of their engines.”

## MOVEMENTS OF STEAMERS

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:

Arrivals at Hong Kong

The a.s. "Comileon" from New York via Panama, April 28.

The a.s. "City of New Zealand" from New York via Suez, May 1.

Departures from Hong Kong

The a.s. "Glenbank" for Haiphong, April 28.

The a.s. "Comileon" for Shanghai and Chinganzea, April 27.

The a.s. "City of Delhi" for Singapore and U.K., May 9.

## CONSIGNEES' NOTICE

Consignees of cargo ex a.s. "Bennetton" are reminded to take delivery of their goods which will be subject to rent after May 1.

## SHIP SIGNALLING

## EXTRACTS FROM QUARTERLY RETURNS

Extracts published in Fleet Orders from the quarterly returns of signalling practice between H.M. ships and British merchant vessels show that in the period ended September 30, 1928, there were 1,601 successful exercises, as compared with 1,469 for the previous quarter. There were 26 failures to establish communication. A table of individual ships and units in order of merit shows that H.M.S. "Castor," on the Mediterranean and China Stations, came first with 121 successful exercises; the "Carlisle" in China, second with 114; the Eighth Destroyer Flotilla, China, third with 108; and the sloop "Clematis," in the Red Sea, fourth with 93.

A similar table on the mercantile side is prefaced by the note that it cannot be taken as a statement of comparative signal efficiency, as between different companies, as opportunities for signalling with H.M. ships are so varied. The China Navigation Company was first with 123, the British India Company second with 94 and the Ellerman Lines third with 94 and two failures. British Transport fourth with 24 and P. & O. Company fifth with 88. Among results deserving of special mention are those between the cruiser "Epsom" and the steamer "Architect." On one occasion these vessels exercised with lamp signals for one hour, and both sending and receiving were very efficient; altogether, they exercised on 13 different occasions, and each time the cruiser reported that the signalling was very smart.



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AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S. S.                | Tons   | From<br>Hong Kong<br>About | Destination  | Sailing date<br>April |
|----------------------|--------|----------------------------|--|-----------------------|
| ALIPORE              | 5,273  | 26th Apr.<br>5 p.m.        | Straits, Colombo & Bombay.                                 |                       |
| MANTUA               | 10,946 | 27th Apr.<br>Noon          | Bombay, Marseilles & London.                               |                       |
| NAGPORE              | 5,283  | 4th May                    | Marseilles, London, Hull, Antwerp,<br>Rotterdam & Hamburg. |                       |
| KIDDERPORE           | 5,334  | 8th May                    | Straits, Colombo & Bombay.                                 |                       |
| KALYAN               | 9,144  | 11th May                   | Marseilles, London & Hull.                                 |                       |
| MOREA                | 10,953 | 25th May                   | Bombay, Marseilles & London.                               |                       |
| LAHORE               | 5,252  | 1st June                   | Marseilles, London, Antwerp, Rotterdam & Hamburg.          |                       |
| DELTA                | 8,097  | 8th June                   | Marseilles, London & Hull.                                 |                       |
| JYPORE               | 5,318  | 15th June                  | Marseilles, London, Antwerp, Rotterdam & Hamburg.          |                       |
| RAJPUTANA            | 16,568 | 22nd June                  | Bombay, Marseilles & London.                               |                       |
| PERIM                | 7,648  | 29th June                  | Marseilles & London.                                       |                       |
| *PERIM - Cargo only. |        |                            |  |                       |

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Kedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|         |        |           |                               |
|---------|--------|-----------|-------------------------------|
| TILAWA  | 10,606 | 27th Apr. | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,936  | 7.30 a.m. | Singapore, Penang & Rangoon.  |
| TAKADA  | 6,949  | 3rd May   | Singapore, Penang & Calcutta. |
| TALAMBA | 3,013  | 21st May  | Singapore, Penang & Calcutta. |
| TALMA   | 10,000 | 9th June  | Singapore, Penang & Calcutta. |
| TILAWA  | 10,006 | 27th June | Singapore, Penang & Calcutta. |
| SANTHIA | 7,754  | 4th July  | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,936  | 10th July | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

|            |       |           |                                    |
|------------|-------|-----------|------------------------------------|
| ARAFURA    | 6,000 | 1st May   | Manila, Sandakan, Thursday Island, |
| TANIA      | 6,056 | 31st May  | Townsville, Brisbane, Sydney &     |
| ST. ALBANS | 4,500 | 5th July  | Melbourne.                         |
| ARAFURA    | 6,000 | 2nd Aug.  |                                    |
| TANIA      | 6,056 | 30th Aug. |                                    |

\* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & S. S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as indicated offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The New Zealand Shipping Company's steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|                  |        |           |                                     |
|------------------|--------|-----------|-------------------------------------|
| MOREA            | 10,953 | 26th Apr. | Shanghai, Moji, Kobe & Y'hama.      |
| TALAMBA          | 8,018  | 28th Apr. | Amoy, Shanghai, Moji, Kobe & Osaka. |
|                  |        | Daylight  |                                     |
| *PERIM           | 7,648  | 6th May   | Shanghai, Moji, Kobe & Yokohama.    |
| TANDA            | 6,930  | 7th May   | Moji, Kobe, Osaka & Yokohama.       |
| DELTA            | 8,097  | 10th May  | Shanghai, Moji, Kobe & Yokohama.    |
|                  |        | 14th May  | Moji, Kobe & Osaka.                 |
| TALMA            | 10,000 | 22nd May  | Shanghai, Moji & Y'hama.            |
|                  |        | 23rd May  | Moji, Kobe & Y'hama.                |
| ROSSINGTON COURT | 7,754  | 10th June | Shanghai, Moji, Kobe & Y'hama.      |
| *GURNA           | 5,248  | 22nd May  | Moji, Kobe & Osaka.                 |
| RAJPUTANA        | 16,568 | 24th June | Shanghai, Moji, Kobe & Y'hama.      |
| TILAWA           | 10,003 | 4th June  | Amoy, Shanghai, Moji, Kobe & Osaka. |
| ST. ALBANS       | 4,500  | 4th June  | Moji, Kobe, Osaka & Yokohama.       |
| SANTHIA          | 7,754  | 5th June  | Amoy, Moji, Kobe, Y'hama & Osaka.   |
| KASHGAR          | 9,005  | 7th June  | Shanghai, Moji, Kobe & Yokohama.    |
| TILSINGTON COURT | 10,000 | 10th June | Shanghai, Moji, Kobe & Y'hama.      |
| MIRZAPORE        | 6,715  | 10th June | Shanghai, Moji & Kobe.              |
| ALIPORE          | 5,273  | 19th June | Shanghai, Moji & Kobe.              |
| TAKLIWA          | 7,936  | 16th June | Amoy, Moji, Kobe & Osaka.           |
| RANPURA          | 16,601 | 21st June | Shanghai, Moji & Yokohama.          |

\*Cargo only.

All dates are approximate and subject to alteration without notice.

### WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

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P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

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### AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

### SAILINGS FROM HONG KONG.

S.S. "RHEXENOR" ..... Via Suez Canal 8th May.  
S.S. "CITY OF LILLE" ..... Via Suez Canal 16th May.  
S.S. "NELEUS" ..... Via Suez Canal 5th June.  
S.S. "CITY OF SINGAPORE" ..... Via Suez Canal 14th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., Hong Kong.  
Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., Canton.

## FREIGHT MARKET

REVIEW FOR THE FORTNIGHT  
ENDED APRIL 11.

Shanghai, April 12.  
Messrs. Whealock & Co. review the position in the freight market during the past fortnight as follows:

The situation of the Outward Freight Market we find to be as follows:

To the United Kingdom and Continent.—The market has developed still further weakness during the past fortnight owing to the uncertainty of conditions brought about by the political situation as well as to the adverse river conditions obtaining on the Yangtze, but it is hoped that the latter will improve sufficiently to allow of ocean steamers proceeding to Hankow at the end of this month. Rates from Vladivostok continue weak, 27/8 having been done for May.

The next steamers to load on this berth are as follows:—

Sailing date April

Marseilles, London, Rotterdam, "Antwerp" 13.

Genoa, Marseilles, Rotterdam, "Burgeland" 14.

Marseilles, Rotterdam, Hamburg, "Chile" 15.

Havre, Liverpool, Glasgow, "Euryades" 16.

Naples, Marseilles, London, "Kitano Maru" 16.

Marseilles, London, Antwerp, "Karmala" 16.

Marseilles, London, "Man tua" 23.

London, Rotterdam, Hamburg, "Glenshield" 27.

London, Rotterdam, Hamburg, "M. Jones" 17.

Tripoli, Antwerp, Rotterdam, "Samia" 17.

Naples, Genoa, Marseilles, "President Wilson" 17.

Naples, Marseilles, Liverpool, "Lima Maru" 18.

Marseilles, Oran, Bremen, "Desau" 19.

Marseilles, Amsterdam, "Oldekerk" 19.

Marseilles, "Chenoueaux" 20.

Oran, Rotterdam, Hamburg, "Le St. Loubert Bis" 26.

Marseilles, London, Hamburg, "Menelaus" 27.

Brindisi, Venice, Trieste, "Dunnes D'Aosta" 28.

Marseilles, London, Hull, "Naporo" 30.

Brindisi, Venice, Trieste, "Esquiline" 30.

Genoa, Rotterdam, Bremen, "Coblenz" 30.

To United States via Pacific and Canals.—This market shews no improvement and there is little cargo moving, silk shipments having weakened considerably. There have been numerous enquiries relative to frozen produce shipments for the near future.

The next steamers to load for New York are as follows:—

Sailing date April

"Antwerp" with transhipment to "Loosdorp" at Singapore via Suez 13.

"President Wilson" via Suez 13.

"Suz" via Suez 17.

"Toho Maru" via Panama 23.

Coastwise.—Trade on the coast continues extremely dull with very little cargo moving but there are indications of movements from Saigon to Hong Kong and Wuhu to Tientsin for the near future. Conditions in the Peiho River shew no signs of improvement, steamers' draft being limited to 8 ft.

Big Expenditure

This fact and the necessity of the new demand are together responsible for the grandiose schemes of development now being undertaken by the Southern Railway, which will involve expenditure to a total of £13,000,000. This expenditure will be of a gradual or serial nature, the first stage of which will be the application of about £3,000,000 to provide berths accommodation amounting to 3,500 feet. The total of new berths contemplated will amount to 16,500 feet. Stockholders will learn with more than patriotic interest that higher profits are assured in the future by the developments now under way, and for the current year by the fact that new services—as

WATSON'S

## Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

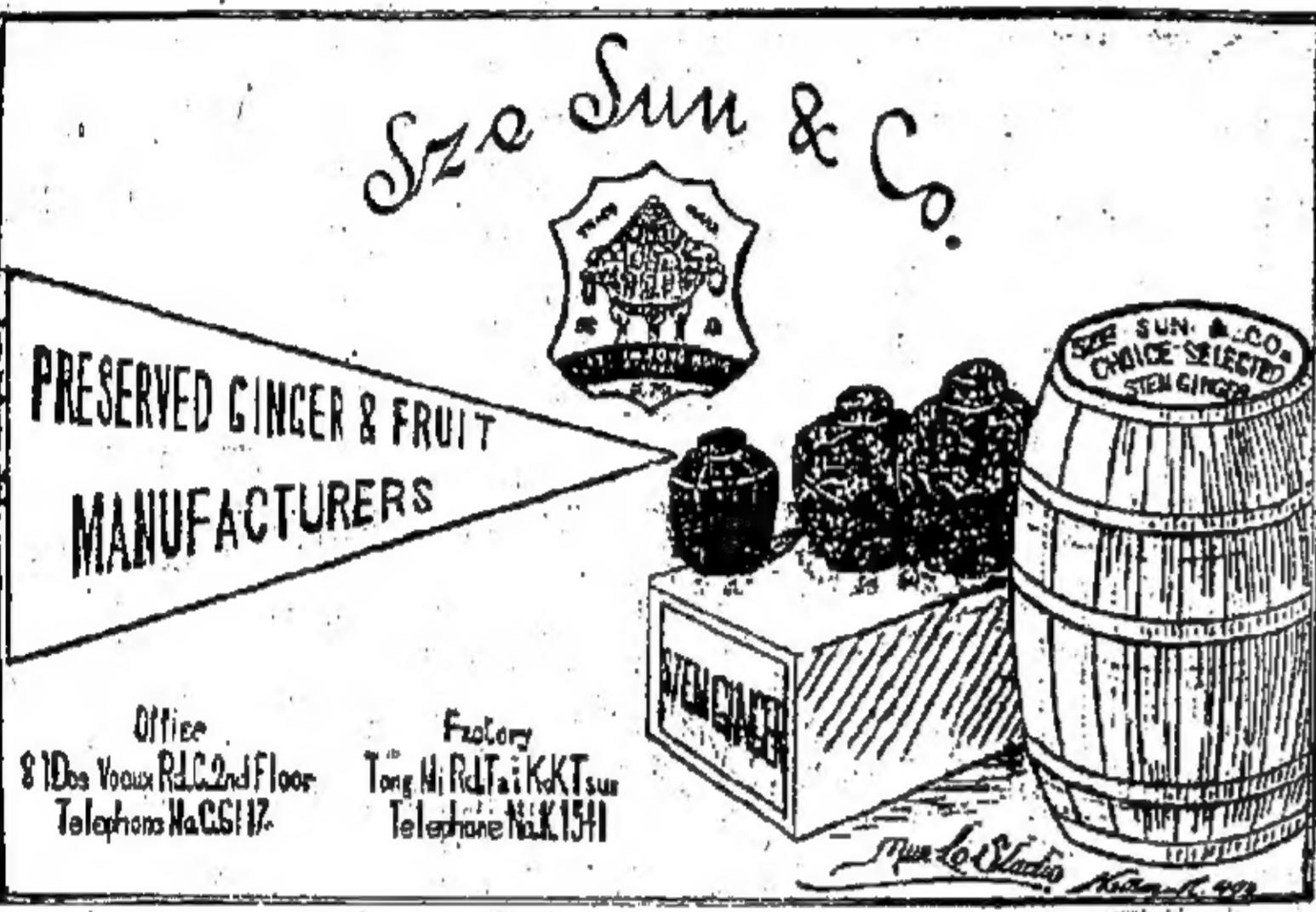
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AERATED WATER MANUFACTURERS

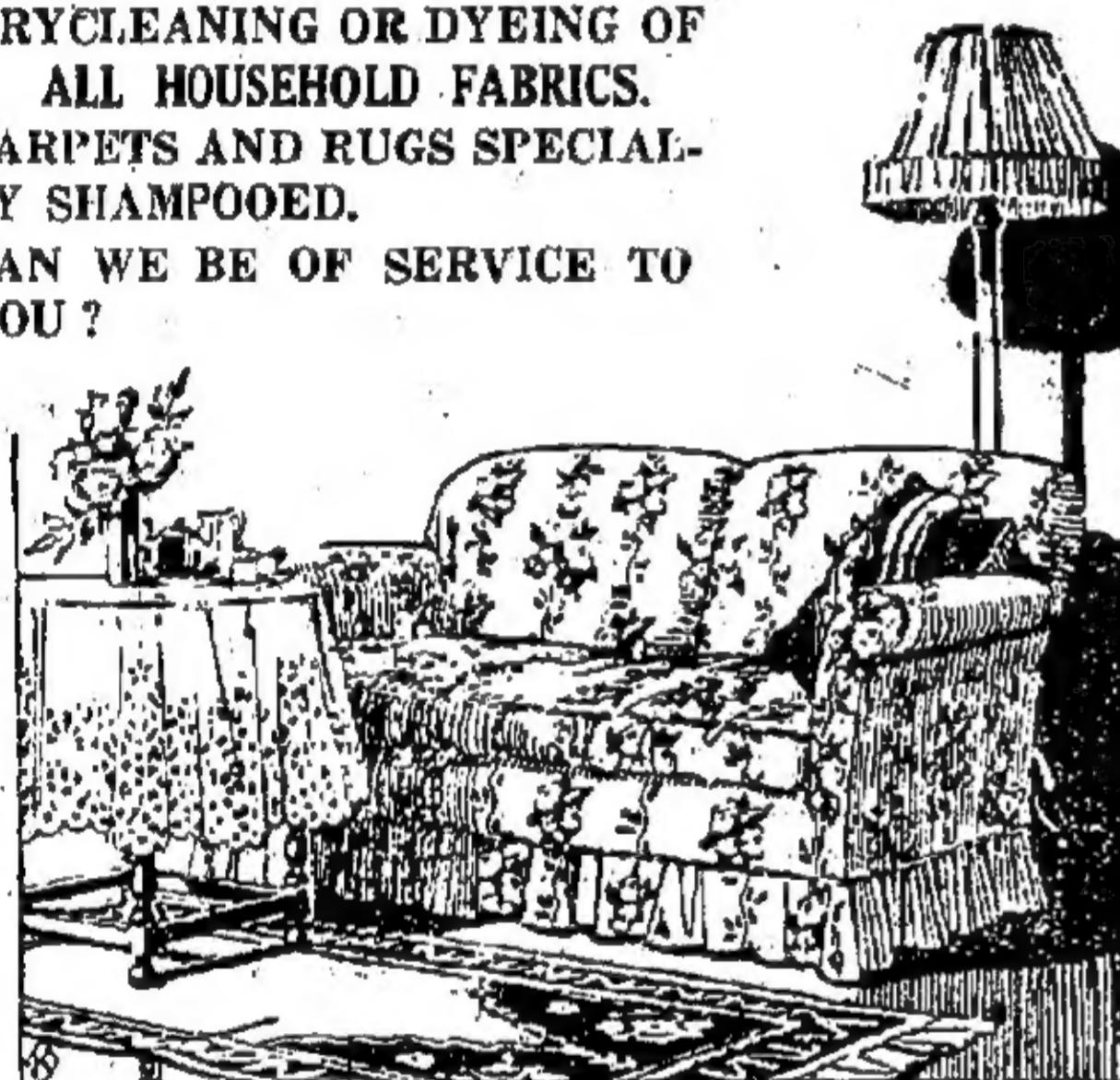
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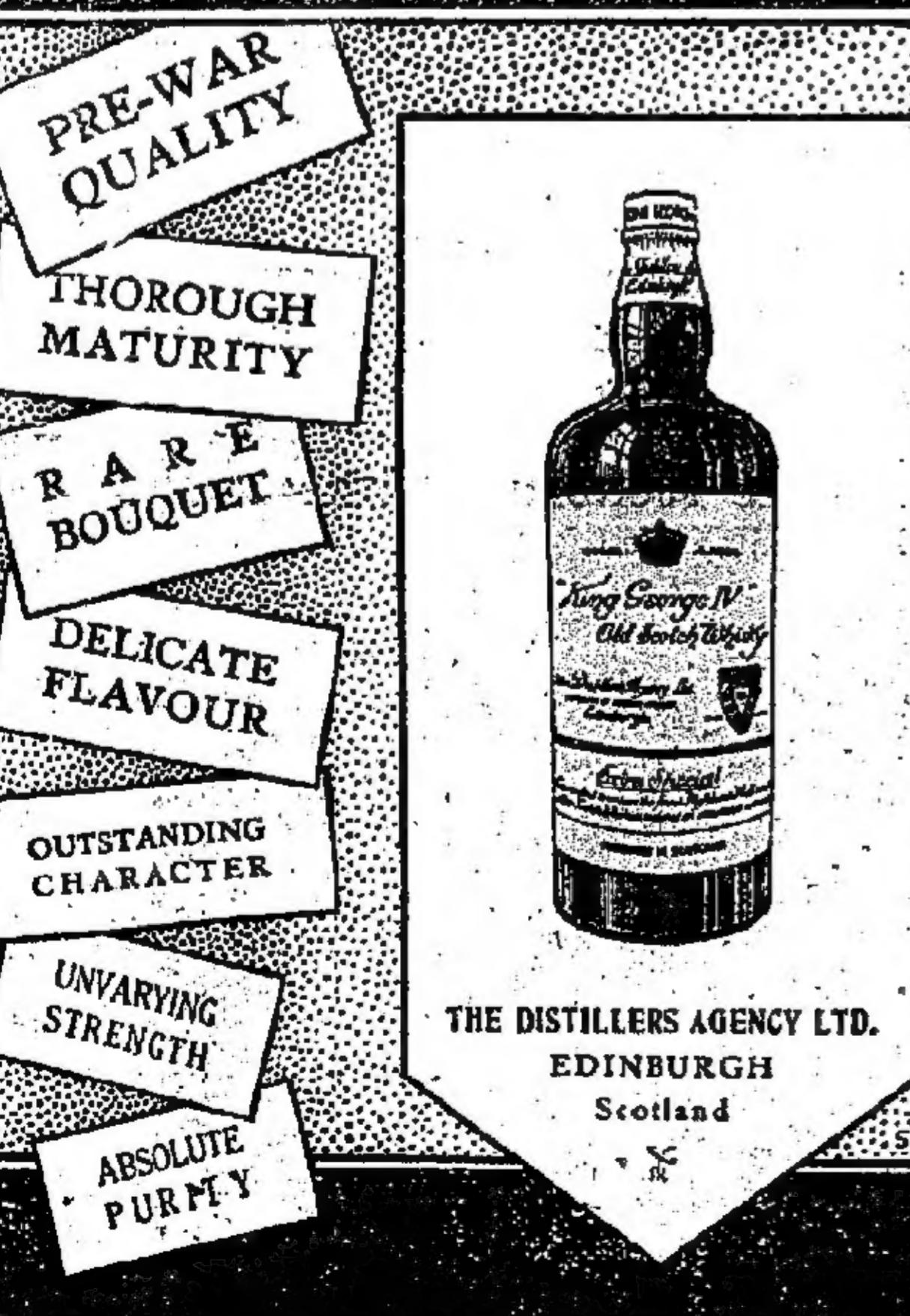


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Old Scotch Whisky



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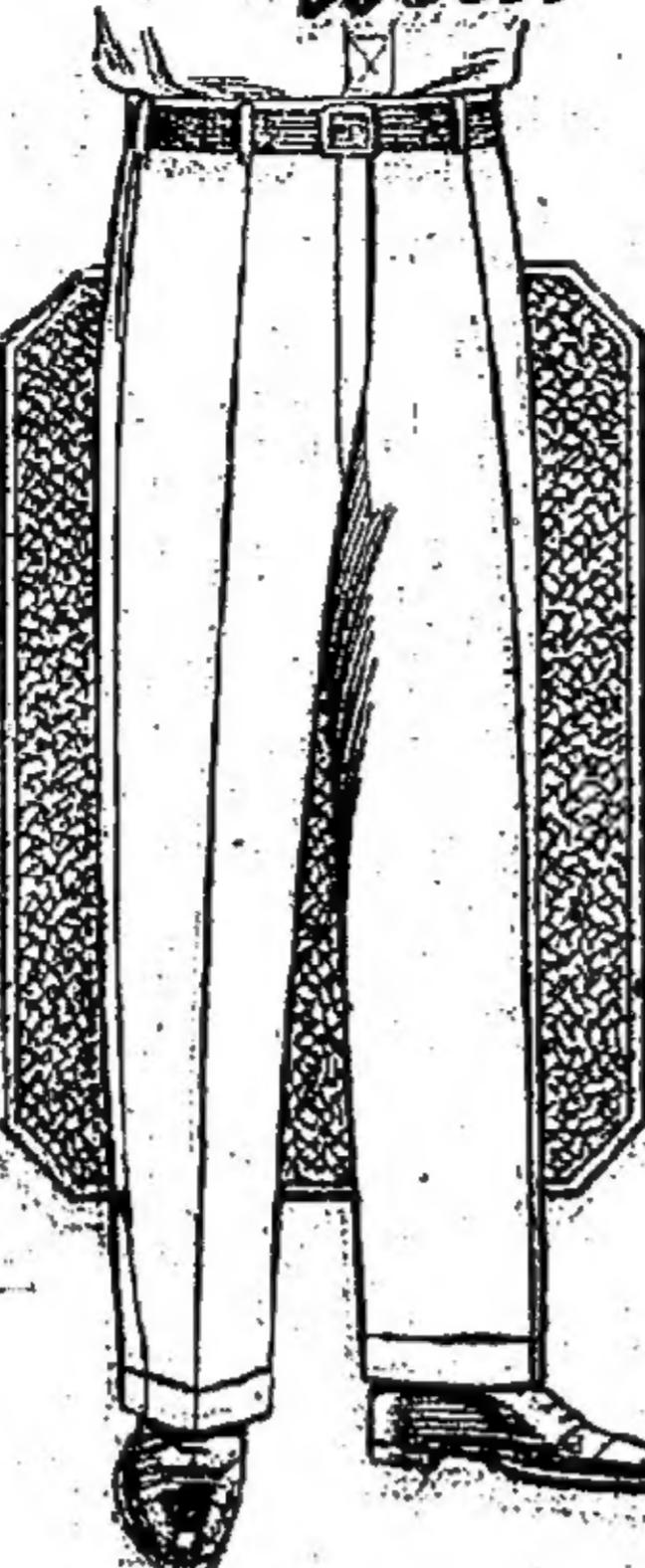
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## Overland China Mail.

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Hong Kong, Thursday, April 25, 1929.

## HONG KONG'S ROYAL VISITOR

At the time of writing everything points to a right royal welcome awaiting His Royal Highness the Duke of Gloucester when he arrives in Hong Kong on his first visit to the Colony and the Far East. The Duke is His Majesty the King's third son and was and still is, we believe, an officer in the 10th Hussars. Physically he is, if we may venture to say so, the handsomest of the King's three fine sons—which is saying quite a good deal for the Prince of Wales is a splendid sportsman, and he and Prince George are both, to use a popular expression, "well-set-up" young men. Both the Prince of Wales and Prince George have been in the Colony—the heir to the Throne having been here while on a special mission to Japan a few years ago, while Prince George was so well known when he was here with the Navy that we came, almost to regard him as one of ourselves.

The Duke of Gloucester, who until about a year ago, was better known as Prince Henry is, like the Prince of Wales when on his visit here, on a special mission to His Majesty the Emperor of Japan—bestowing upon him the insignia of the illustrious Order of the Garter on the occasion of His Majesty's recent accession to the Japanese Throne.

The Duke of Gloucester is in every respect a typical Briton, and in nothing more than in his love of sport. While with us he hopes to be able to engage in polo (on a China pony) at Causeway Bay and golf at Fanling. His Royal Highness will doubtless

find that our sportsmen are quite prepared to give him a very good game in both sports. Should the weather, which at the time of writing seems rather unsettled, continue as propitious as it has been for a long time past, the programme drawn up for our Royal visitor will doubtless be carried out in every detail and in the most satisfactory manner. His Royal Highness will be with us for two days, as on Saturday he leaves in H.M.S. "Suffolk" for Japan direct. While in the Colony he will be given as much opportunity as time permits to see the most far-flung outpost of his Royal Father's Empire, and we doubt not but that His Royal Highness will be most favourably impressed. He will, we believe, be as pleased with his visit to the Colony as the Colony feels honoured in having him here.

A long series of experiments with the atom are being made by Government scientists at the Bureau of Standards. Once the atom is conquered no imagination is too vivid to prophesy the results. Dr. Meggers said: "This is a story you cannot exaggerate . . . It may unlock vast stores of energy within the atom and yield undreamed of powers . . . Success thus means, the opinion of scientists, that man's conquest of nature will be complete. — "The Sun" (New York).

Mr. M. Manu will speak on "Memory of Past Lives" at the weekly public lecture of the Theosophical Society to-day at 6 p.m.

A cook employed at the Railway quarters was at the Kowloon Magistracy fined \$20, or three weeks' hard labour for possession of 96 heroine pills.

An 18-carat gold signet ring, with initials "FW," found in H.M.S. "Concord" on the passage Home from China, has been handed over to H.M.S. "Tamar."

Mr. Dykes, acting manager of Messrs. S. J. David and Co. has reported the theft of a number of bell-pushes, valued at \$14.40, from the houses numbered 85 to 96 Nathan-road.

A male occupant of No. 74, Canton-road, was fined \$50 by Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday for failing to report three cases of small pox which had occurred in his house.

An Indian watchman was seriously wounded in the head by an unknown assailant while he was on duty outside a house at Ngau-shi-wan village, Kowloon City, on Tuesday. He was taken to the Kowloon Hospital.

Bank notes amounting in value to \$5,253.38 were reported stolen from the premises of a Chinese flour merchant at No. 390, Des Vaux-road, between Tuesday and yesterday. The Police subsequently raided a room at the Asia Hotel and recovered about \$4,000 and eight \$500. Shanghai bank notes. A Chinese formerly employed by the flour merchant was taken into custody on suspicion

## OPERA COMPANY

## OPENING NIGHT IN THE STAR THEATRE

## "IL TROVATORE"

It is quite a long time since Signor Carpi's Grand Opera Co. Central Hong Kong, and opera-lovers were glad to welcome them last night when they opened their season here by an excellent performance of "Il Trovatore."

This opera—written in 1853—is not Verdi's greatest work, being "considered less interesting than his other operas on account of the atmosphere of unmitigated gloom which pervades it from start to finish." But it is full of haunting melodies, notably the famous "Anvil Chorus" in Act II, the "Misere" Duet, and the Soldiers' Chorus in Act III.

The chief honours of the evening fell to Mlle. Bodini in the part of "Leonora." She has a full and ringing soprano voice of tremendous power. She gave a fine rendering of the difficult Recit and Cavatina "Tacea la notte, whilst the well-known Aria "Amor, sull ali rose" was beautifully sung. At the end of the cadenza her wonderful top A rang out above the orchestra.

A "Tenor Robusto" The part of "Manrico" was also in good hands. Sig. Giovanni had a clear true "tenor robusto" and his Aria "Di quello Pisa" received such an ovation that he was forced to give an encore. He also excels in the strength and beauty of his high notes.

As the gipsy "Azucena" Mlle. Agozzino proved disappointing. Those who remember Edna Thornton in the days of Beecham Opera will realise how the figure of the wild and sinister old gipsy woman—half distraught by misery and remorse—could dominate the entire opera in spite of her rags and tumbled hair. Mlle. Agozzino looked altogether too young and charming for the part, and we should like to see her as "Carmen" or as "Maddalena" in Rigoletto; both of which parts would suit her voice and temperament.

As "Count Luna," Sig. Reali was better in the latter half of the evening. His early numbers were marred by a tendency to force his voice. He shone in Act III, however, and the duet with "Leona," "Misa di acerbe lagrime," was splendidly sung.

In the small but effective part of Fernando Sig. Mauricio showed a good voice and dramatic instinct.

The opera was well staged, and the scene where the gipsy girls dance in the red glow of the camp fire was particularly effective.

"Rigoletto" is the opera chosen for to-night and should attract a full house.

—ACWO.

## KOWLOON WEDDING

## ROCHA—GILL

## CEREMONY IN R.C. CHURCH

In the Rosary Church, Kowloon, yesterday, the marriage took place of Miss Louise Gill, daughter of Mrs. P. M. Gill and the late Mr. Arthur Gill, and Mr. A. M. B. da Rocha, son of Mr. A. J. C. da Rocha and the late Mrs. C. B. da Rocha.

The Very Rev. Father G. M. Spada officiated, whilst Mr. H. de Figueiredo was best man.

The bride, who was given away by her brother, Mr. A. A. Gill, wore ivory satin and lace, with silver shoes and carried a bouquet of arum lilies. The Misses Beatrice Gill and Zaida Barros were bridesmaids, Miss C. Gill, maid of honour and Miss Alicia Barros, flower girl.

The maid of honour was dressed in orange tulle, with a picture crinoline hat and the bridesmaids carried bouquets of pink roses.

After the ceremony, a reception was given at No. 11 Humphreys Avenue.

The honeymoon is being spent at Repulse Bay, the bride's going away dress being of rose-beige marble crepe, with hat, coat and shoes to match.

## CRIMINAL SESSIONS

## TRANSACTION REGARDING STEAM LAUNCH

Mak Chun-loong was yesterday charged with forgery at the Criminal Sessions before the Puine Judge (Mr. Justice Wood) and a jury.

This was the last case on the calendar, and the charge against Mak was that he forged a deed of

Bank notes amounting in value to \$5,253.38 were reported stolen from the premises of a Chinese flour merchant at No. 390, Des Vaux-road, between Tuesday and yesterday. The Police subsequently raided a room at the Asia Hotel and recovered about \$4,000 and eight \$500. Shanghai bank notes. A Chinese formerly employed by the flour merchant was taken into custody on suspicion

of having in his possession 10 sticks of dynamite, nine detonators and a piece of fuse, before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy. He was fined \$10.

A number of copies were engaged in laying bricks at No. 253, Shanghai-street, Yau Ma Tei, when others who were at work in the adjoining house, No. 250, were aware of the presence of the other gang, removed a heavy supporting beam. This caused a heavy fall of bricks which buried one man

who was dead when extricated.

## BANKING

## CENTRAL BANK OPENING IN HANKOW

## A NEW BRANCH

Hankow, Yesterday. The Hankow branch of the Central Bank of China is to open to-morrow. It has no connection whatsoever with the former Central Bank in Hankow which is at present being liquidated by the Ministry of Finance. —Reuter.

## P'RAPS

## P'RAPS NOT!

A Manchester cat recently caught a mouse, but instead of killing it has adopted it as a friend. Two more signatories to the Kellogg Pact.

The new evening gowns, says a Parisian correspondent, are distinctly bird-like in appearance. Very chic in fact.

Hotel hall porters are said to be, in most cases, good linguists. And we all know them to be good diplomats.

There has lately been a noticeable drop in some of the dancers. During the recent cold weather sea-birds in very large numbers visited London in search of warmth. They must have been gulls.

Strong pressure is being brought on the government at Home to permit the broad casting of political speeches. Old-fashioned people, however, are quite satisfied to get their gas from the gas company as usual.

A man recently fined for using bad language excused himself on the ground that he nearly broke his toe kicking against a stone in the dark. How could he be expected to pass over a shock like that in stony silence?

## FATAL GUN BURST

## TWO SOLDIERS KILLED: OTHERS INJURED

## ARTILLERY PRACTICE

Honolulu, April 18. Two soldiers were killed and seven others injured as result of an explosion of a 155 millimetre gun at Fort Kamehameha, one of the forts of the Honolulu Harbour defences, to-day.

One soldier is missing.

The big gun exploded with tremendous force during target practice, while firing at a moving target at sea.

The dead are S. K. R. Webb and Private Parks.

Army officials have refused to confirm reports that a number of other soldiers are missing until after the report of the Board of Inquiry appointed to investigate the accident.

Two of the soldiers injured may die, it was learned at the hospital.—United Press.

## DR. DESITTER

## AWARDED BY AMERICAN SOCIETY'S MEDAL

## Washington, Yesterday.

The American National Academy of Science has awarded the James Craig Watson Medal to Dr. Wm. Desitter, the Dutch astronomer, whose researches resulted in the new theory of Relativity.—Reuter's American Service.

## SMALL-POX AT HOME

## LONDON'S CASES STILL INCREASING

London, Yesterday. Small-pox is increasing in London. There are now 277 cases in all.—Reuter.

## CHEFOO CAMPAIGN

Chefoo, Yesterday. General Liu Chen-nien officially denies the report that Chang Tsung-chang's Northerners captured Mu-

According to Japanese reports, Chang Tsung-chang's at Lungkow. About 1,000 of his troops are still in Fushan city, which is now personally being attacked by Liu Chen-nien. They are expected to capitulate in a few days.

Locally the situation is quiet. The Nationalist Liu Chen-nien's return has allayed the anxiety of the people who are overjoyed.—Reuter.

Chang at Lungkow

A Royal naval wireless message to hand states that General Liu Chen-nien is besieging Fushan.

General Chang Tsung-chang is reported to be at Lungkow.

A Chinese fisherman pleaded guilty to a charge of having in his possession 10 sticks of dynamite, nine detonators and a piece of fuse, before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy. He was fined \$10.

## THE GREAT DAY

(Continued from Page 1.)

played the National Anthem, the men stood at attention and salute after salute rang out over the harbour.

Dressed in the white uniform and helmet of a Captain of the Hussars and wearing his decorations, the Duke looked a splendid figure at the head of members of his Mission, accompanied by Capt. Whyte.

At the Head of the Steps

At the head of the steps, waiting to receive the distinguished visitor, were H.E. the Governor, H.E. the Commander-in-Chief, China Station (Vice-Admiral A. K. Waistell, C.B.) and H.E. the General Officer Commanding, China (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.).

Lined up in a single row on the pier were (in the order mentioned), members of the Executive Council and Legislative Council, his Honour the Chief Justice (Sir Henry Gollan, Kt., C.B.E., K.C.) and his Honour the Puisne Judge (Mr. Justice Wood), the Rt. Rev. C. R. Dupuy D.D. (Bishop of Victoria), the Rt. Rev. H. Valtorta (Vicar-Apostolic of Hong Kong), the Japanese Consul-General (Mr. Y. Miyakami), Staff officers of the China Command and heads of military departments, Royal Naval officers including Commodore R. A. S. Hill and staff, and officers of the Royal Air Force, and representatives of the Chinese community.

## Service Men on Parade

A batch of ex-Servicemen stood on parade near the "Star" ferry wharf to greet the Royal visitor.

On being presented by H.E. The Governor to those present, His Royal Highness had a cheery smile and a hearty hand clasp for each. The Chinese residents were presented by the Hon. Mr. R. A. C. North (Secretary for Chinese Affairs) and the Hon. Dr. S. W. Tso, O.B.E., LL.D. Then he stepped out into the light.

The National Anthem was played, and the Guard of Honour gave the Royal Salute.

His Royal Highness then inspected the Guard of Honour, the crowd cheering again and again, the Royal visitor acknowledging the honour with a broad smile.

While those on the Pier proceeded to the City Hall, His Royal Highness was conducted in a motor drive to the western district, along the Praya to West Point, under the colourful *pai lau* (Chinese arches of triumph) erected in his honour, up Hill-road and back by Queen's-road West and Central, through the business centre and past the Banks to the Colony's civic centre.

The crowd which had gathered at the waterfront had in the meantime surged around the City Hall eagerly awaiting His Royal Highness to return from his drive around the town. Presently orders to the troops were heard and, a few minutes later, those who had been invited entered and took their seats. Then came the Duke's suite who took their seats at the side of the stage. Outside the Band of the 2nd Battalion the King's Own Scottish Borderers (also furnishing the Guard of Honour) played the National Anthem. Everybody inside the Hall rose. Accompanied by H.E. the Governor, Vice-Admiral Waistell and Major-General Sandilands, the Duke entered. Standing in the centre of the stage, he was greeted with loud and prolonged cheers.

## The British Address

The Hon. Sir Henry Pollock (Senior Un-official member of both Councils) then read the address presented by the British community. The vellum, contained in a blackwood casket heavily mounted in silver with the Colony's crest and a Chinese junk in full sail embossed on the cover and side, was illuminated in black and red. This was the work of Messrs. Kelly and Walsh, Ltd., and was done by hand, and the casket was made by Messrs. Lock Hing, from a design by Lt.-Col. L. G. Bird, D.S.O., O.B.E.

The Hon. Sir Shou-sou Chow, the Chinese member of the Executive Council and Senior Chinese member of the Legislative Council, who presented the address of the Chinese community of Hong Kong.

Quaintly worded and beautifully translated, the Chinese address is truly a work of art. It was in book form with an appropriate cover of typical Chinese design, with Hong Kong taking a prominent position. The casket was in blackwood, the top of which was inlaid with silver, in relief, with the inscription and design. Then there is a translation, which is part of the "book."

## Chinese Gifts

The gifts of the Chinese community included a blackwood screen, with the dragon (emblematic of Royalty) as the "motive" in the carving. Four panels in front contained eulogies of the Duke and four suitable pictures fill the panels at the back. There was also a blackwood tea-tray on which His Royal Highness' name and the occasion

are inscribed in English and Chinese; and there is also a porcelain set, tea-cup with stand and cover, bowls, dishes and spoons, etc., set on a blackwood tray.

## OPIUM SMOKING

## LEAGUE INQUIRY IN THE FAR EAST

## FUNDS AVAILABLE

Geneva, Yesterday. At the conclusion of the City Hall ceremony, His Royal Highness and party, accompanied by the Governor and party, drove to Government House via Queen's-road Central, Garden-road and Upper Albert-road. This route was lined by troops and Police of all contingents, the khaki shorts and shirts of the Chinese and Indian detachments contrasting sharply with the white drill and helmets of the British.

## At Government House

On arrival at Government House, the Duke inspected detachments from the following, drawn up on parade:—

Girl Guides: under Mrs. W. T. Southern, Commissioner.

Boy Scouts: under the Rev. G. T. Waldegrave, Commissioner and Deputy Camp Chief.

St. John Ambulance Brigade: under Mr. E. Ralphs, Commander of Order of St. John, Assistant Commissioner.

Subsequently His Royal Highness lunched at Government House. This afternoon he is to take a motor drive around the Island of Hong Kong and to visit the polo ground at Causeway Bay and play with the Hong Kong Polo Club, in four or five chukkas. This will be the first occasion on which Their Majesties the King and Queen's third son will be astride a China pony.

## To-night's Function

To-night the distinguished visitor will attend an official dinner at Government House. The Japanese community will oblige by a public display of their kaleidoscopic fireworks.

To-morrow he is to motor round the New Territories, stopping to play golf with members of the Royal Hong Kong Golf Club at Fanling and to have lunch at the Golf Club, returning via Castle Peak Bay in time to change at Government House for the official reception on the Hong Kong Cricket Club ground at 4.30 p.m.

To-morrow night His Royal Highness is to be the guest of honour of the Hong Kong General Chamber of Commerce and the China Association, Hong Kong branch, at dinner in the Peninsula Hotel, Kowloon.

## Lunch With Chinese

On Saturday the Duke will see the *pai lau* again prior to lunching with the Hong Kong Chinese General Chamber of Commerce at the Kam Ling restaurant, West Point, where His Royal Highness will enjoy the novelty of a formal Chinese banquet for the first time. After this he returns to Government House prior to the official embarkation from Queen's Pier at 3.40 p.m., to sail from Hong Kong after too short a stay, for Japan, on H.M.S. "Suffolk."

## EX-SGT. JOSLING

## CLAIM BEING MADE ON HIS BEHALF

Mr. Jack Hayes, M.P., said that a claim for compensation was being sent to the Home Office on ex-Sergeant Josling's behalf, but it was impossible to say what figure was to be suggested.

"There is reason to believe that the claim will be sympathetically considered," he said. "It is hoped that should the claim be admitted, an agreed figure will be arrived at."

On the question of the amount of compensation, the current "Police Chronicle" says: "He (ex-Sergeant Josling) had to sacrifice ten years' service in the Force, and his recompence should be substantial, for, as he has proved by his subsequent career, he is man of merit and would, no doubt, have gained advanced rank in the Service. Full justice will, we believe, be done to him."

It will be recalled that Mr. Oscar Slater was awarded £6,000 as reparation, but it is thought unlikely in political circles that Mr. Josling will be given so large a sum. Mr. Josling recently, sitting in the Distinguished Strangers' Gallery, and staying to tea.

## NEARING KWANTUNG

Peking, Yesterday. Bishop O'Shea wires from Kanchow that National Government reinforcements are nearing the city, and probably will arrive in time to prevent the Communists' attack on Kanchow.—Reuter.

Kwangsi is in the south of Kiangsi province, not far from Kwantung. Are the Government forces entering Kwantung, ostensibly to attack Kwangsi?

## CHANGTEH RELIEF

Peking, Yesterday. Five foreigners from Changteh have been evacuated by H.M.S. "Widgeon"—Messrs. Tootell, Gabb, Rose, Pelling and Miss Jacobson.

"Widgeon" was unable to proceed beyond Hanshou on the Tungting Lake, about 25 miles from Changteh, and the party had to proceed overland to "Widgeon," which is sailing for Hankow to-day.—Reuter.

## OPIUM SMOKING

## LEAGUE INQUIRY IN THE FAR EAST

## FUNDS AVAILABLE

Geneva, Yesterday. It is announced that the whole of the funds, amounting to a quarter of a million Swiss francs, are now available for the League Enquiry on Opium Smoking in the Far East.—Reuter.

## BAD MONEY

## CHINA SIGNS THE CONVENTION

## FOR ITS SUPPRESSION

Geneva, Yesterday. China has signed the Convention for the Suppression of Counterfeit Currency, being the 27th signatory.—Reuter.

## MR. HOOLEY

## SALE OF DERBYSHIRE QUARRIES

At the Nottingham Assizes, the action was concluded in which Mr. Ernest Terah Hooley sought to recover from Mr. J. G. Shields, a Derbyshire quarry owner, £2,000 damages for alleged breach of contract to pay commission. Mr. Hooley's case was that Mr. Shields promised, if plaintiff could find him a customer for his quarries at a price of £150,000, to pay commission at the rate of 1½ per cent.

It was alleged, however, that when Mr. Hooley found a prospective buyer, Mr. Shields refused to accept the 10 per cent. deposit, and raised the price to £175,000.

Cross-examined by Mr. E. W. Cave, K.C. (for Mr. Hooley), Mr. Shields said he purchased the quarries from the trustees of Lord Donington in 1919, the purchase being completed in 1922. They had become more or less prosperous.

Mr. Cave: Did you expect £150,000 when the quarries were making ten to twelve thousand pounds a year?—I did.

Did Mr. Hooley tell you it was idle to expect it, but that if you could produce a better balance sheet you might get such a price?—That was never mentioned.

Concerning the £15,000 deposit, Mr. Shields said that Mr. Hooley told him, "We are prepared to put it down," and he understood "we" meant Mr. Hooley and Mr. Tong, with whom negotiations had been taking place. Later, Mr. Shields said he thought Mr. Hooley meant they had a purchaser, but he did not ask who it was.

Mr. Cave: Do you seriously suggest that when Mr. Hooley said to you, "We can pay £15,000 deposit," you thought that was the money of a purchaser introduced by him and Mr. Tong, and that you had not the curiosity to ask who that purchaser was?—I did not think there was a purchaser.

Replying to Mr. Norman Birrell, K.C., Mr. Shields said he price of the quarries had been raised to £200,000 before the time Mr. Hooley alleged the figure of £175,000 was mentioned.

Mr. John Derbyshire, a chartered accountant, said his firm acted for Mr. Shields, and the first he heard about the proposal regarding the quarries was at Easter last year, but he was not aware that commission terms were mentioned that day. Witness spoke of an occasion when, he stated, Mr. Hooley said to him that he was prepared to enter a contract to purchase Mr. Shields' works for £150,000 and to pay a 10 per cent. deposit, and that if he doubted his word he might ring up a firm of solicitors at Nottingham, who would confirm it. He was certain Mr. Tong's name was not mentioned.

Witness said he met Mr. Hooley and Mr. Shields at his office. Mr. Shields declared that he withdrew £150,000 on May 20, and that the figure was now £200,000. Mr. Hooley said: "I cannot give that price. You are taking all my profits. I think it ought to be floated for £200,000, but I cannot do it. You are freezing me out."

Mr. Cave: Did you think Mr. Hooley himself was to find £150,000 to buy the property and charge Mr. Shields £2,000 commission? That seemed to be the proposition.

You knew perfectly well that it was nonsense?—I cannot say that I did. Witness said he thought Mr. Hooley could find £150,000, and he thought it would be calamity if this fine old business got into Mr. Hooley's hands for a 10 per cent. deposit.

Judgment was given for Mr. Hooley for £2,250 and costs.

## JAPANESE EVACUATION

Peking, Yesterday. Bishop O'Shea wires from Kanchow that National Government reinforcements are nearing the city, and probably will arrive in time to prevent the Communists' attack on Kanchow.—Reuter.

In view of the report that the French Government has declined to abolish an immigration tax of \$500 on Chinese desiring to enter France, the Commissioner of Foreign Affairs, (Nanking), says the Chinese press, has proposed that the Chinese Government should adopt a similar attitude towards French citizens entering this country.

## CHANGTEH RELIEF

Peking, Yesterday. Mr. K. Yoshizawa (Japanese Minister to China), postponed his trip to Hankow at the last moment when he received a telephone call from Nanking that Mr. C. T. Wang (the Foreign Minister) was informing him that he had received a telegram from Marshal Chiang Kai-shek stating that he had definitely to inform the Japanese that arrangements would be made for taking over Shantung within a day or two.—Reuter.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN THE "MAIL"

## ENTERTAINMENTS

TO-day—Queen's Theatre: "The Big City."

To-day—World Theatre: "Love Hungry."

To-day—Star Theatre: "Body and Soul."

To-day—Majestic Theatre: "Affair of the Folies."

To-day—Grand Italian opera, "Rigoletto," at Star Theatre, Kowloon.

To-day—Display of modern Chinese classical dances by the Mu Fa Dancing Co., Po Hing Theatre, Kowloon.

Home Mail

To-day—Inward from Europe via Suez (Morea).

To-morrow—Outward for Shanghai, Japan and Europe via Siberia (Morea) 10.30 a.m.

Lammetts' Auction

April 27—At H. K. & Shanghai Hotels public bar, 16, Des Voeux-rd., (lower flat) household furniture, 11 a.m.

April 29—At 52A, Nathan-rd., Kowloon, household furniture, 11 a.m.

April 29—At 5, Queen's Gardens, valuable household furniture, 2.30 p.m.

April 30—At 18, Macdonnell-rd., (lower flat) household furniture, 11 a.m.

May 1—At 292, the Peak, Gough Hill, valuable household furniture, 2.30 p.m.

Sport

April 27—Fourth extra race meeting of the H.K. Jockey Club, at Happy Valley.

Meetings

To-day—Combined meeting of China Coast Officers' and Marine Engineers' Guild of China, (H.K. branch) 67, Des Voeux-rd. Ct., 5.30 p.m.

April 29—Annual meeting of H. K. Society for the Prevention of Cruelty to Animals, Messrs. Jardine's Matheson's Board Room, 5.15 p.m.

April 29—Meeting of Douglas Steamship Co., Ltd., P. & O. Bldg., 11 a.m.

May 10—Further meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

Miscellaneous

April 28—Band concert by the K.O.S.B. in Peninsula Hotel roof garden, 9.15 p.m.

May 1—Spring Festival at Quarry Bay School, 11 a.m.

May 2—Bridge party at Taikoo Club in aid of H.K.W.G. & M.C.L.

May 10—At Volunteer Headquarters, Annual Corps smoking concert, dinner and distribution of Corps trophies and musketry prizes.

## IN OTHER PLACES

## CHRONICLES FROM JAPAN TO JAVA

News has been received by mail of the death in a London hospital of Mr. P. A. Fisher, who was until three months ago on the staff of Messrs. Pritchard and Co., Penang. He was taken seriously ill last year and was medically advised to return Home.

Mr. F. G. Penny, M.P., (formerly of Singapore) who has been most assiduous in his Parliamentary work, attended a meeting of some of his constituents at Surbiton in mail week when he was obviously ill. The doctor gave him peremptory orders to go to bed and stay there, for the week-end at least. He was suffering from a severe attack of influenza.

The Chinese press report to the effect that the Sino-American Commissioners to investigate the losses suffered by American citizens at the time of the Nanking Outrage had completed their inquiries and would shortly publish their findings was premature as it is learned that there are still several points on which there is

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—HAWAII—

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## TO-DAY'S RADIO

BROADCAST BY  
Z. B. W.

ON 350 METRES

1.48 p.m.—Weather report.  
5.30-6.30 p.m.—Programme of Chinese music.  
7.48 p.m.—Evening weather report.  
8 p.m.—Evening Programme of Chinese music relayed from the Roof Garden of The Sincere Co., Ltd.  
10.30 p.m.—Close down.

## G.B.S. RETALIATES

"JIX" AND LORD HUGH CECIL

SAUVE SARCASM

Mr. G. Bernard Shaw writing recently to the "Sunday Dispatch" observed:—When statements are made about me in your widely circulated paper, most of your readers write to me offering me remittance for medical treatments.

In your issue of the 3rd instant, one of your contributors informed me that I was stung by a wasp, that I suffered terribly, that I was cured by a lotion and not by a magic box, and that I am quite well.

Will your readers kindly interpret this in the light of the following facts:—

I am not quite well (who is?); I have not been cured by a lotion; I have not suffered terribly; and it is more than 65 years since I was last stung by a wasp.

It is alleged further that I am interested in any attempt at breaking down the present obscurantist rule of medicine."

### Interest of Lucidity

As this remarkable sentence throws more light on the mental state of the writer than on mine, may I, in the interests of lucidity, explain that I have been agitating for many years for the representation of the public (the patients) by disinterested laymen on the General Medical Council as provided for by the Act constituting it; that my agitation has succeeded at last to the extent of the appointment of one layman, in the person of Sir Edward Hilton Young; and that I hope to see practising doctors completely excluded from it except as assessors (advisers) without votes.

The effect of the present medical monopoly of the representation is to make the G.M.C. in effect a trade union with complete workers' control, which is the worst possible sort of trade union.

I am made to declare that I have seen wonderful results from the use of electrotonic reaction. I never used the word electrotonic in my life. I never saw it until I read your contributor's little commentary on what he calls the mystery of Abrams' Magic Box. I have seen neither wonderful results nor magic boxes.

### M.P.'s Radio-Activity

To ignoramus a telephone receiver or a wireless set is a magic box; and no doubt to the same simpletons the rheostats of Abrams and Dr. Boyd are equally suggestive of something between Joanna Southcott and J. N. Maskelyne; but I am not in that category.

Whether history will confirm Sir James Barr's classification of Abrams and Almorth Wright as the two outstandingly great medical discoverers of his time I do not know; but I do know that the matter is not one to be disposed of by journalistic comic strip or professional scurrility; and I await developments with respectful interest.

I should look forward to the forthcoming general election with much less misgiving if some dispassionate interpretation of the radio-activity of the candidates' bloods formed part of their qualification; and I think the time has come for the "Sunday Dispatch" or some other enterprising newspaper to obtain samples of blood from Sir William Joynson-Hicks and Lord Hugh Cecil, and ascertain whether there is any difference in their rays corresponding to their differences about the Book of Common Prayer. Beyond that it would be rash to go at present.

The "Sunday Dispatch" comments:—We are glad to learn that Mr. Shaw's friends were misinformed when they spread the rumour that the great man had been stung by a wasp.

It is difficult to believe that even the most Prussian wasp would have the temerity to attack such dangerous material as "G.B.S."

As for the other parts of Mr. Shaw's letter, a characteristic Shawian production. It is surely uncharitable for such a consummate master of paradox to complain if he is occasionally misunderstood.

Who could ever be sure that he had pinned down Mr. Shaw to any exact meaning or interpretation?

But, frankly, we believe that the great man purposely wrote his letter in order to have his little filing at "Jix" and Lord Hugh Cecil.

## "BIG CITY"

MYSTERY THRILLER TO-DAY  
AT QUEEN'S

STARRING LON CHANEY

A vivid tale of the underworld of New York, in which Lon Chaney plays the difficult part of a criminal gangster, will be shown at the Queen's Theatre from to-day to Saturday.

Marceline Day plays the role of the heroine, who is enmeshed in the activities of a criminal organisation, and in whose capable hands is the feminine side of a charming romance.

A thrilling hold-up of a fashionable night club, a police battle, and other exciting incidents surround the absorbing mystery plot.

## SCOTLAND YARD

ROBBED BY OFFICIAL THEFTS  
DUE TO GAMBLING

Edward Albert Rix, aged 43, of Eardley-road, Streatham, S.W., superintendent of the Registry at Scotland Yard, pleaded guilty at London Sessions recently to stealing £1,749 belonging to the Receiver of the Metropolitan Police.

Mr. Eastwood, prosecuting, said Rix was £650 a year. He was in charge of the money paid by the public for reports of accidents. Rix had probably used the money in gambling since 1922 or 1923.

Chief Detective-Inspector Collins, of Scotland Yard, said that Rix had risen from a boy clerk. He had a large staff under him and would have been entitled to a substantial pension when he was 60.

Mr. Laurence Vine, defending, said Rix had betted in an endeavour to pay back the money. He lost money and went on plunging.

Sir Robert Wallace, in passing sentence of 18 months' imprisonment in the second division, said it was not a case of sudden temptation.

## STANDARD TIME.

SUNRISE AND SUNSET IN  
COLONY

Sunrise and Sunset in Hong Kong for April Stand at the 120th Meridian, East of Greenwich), are as follows:—

Sunrise: Sunset  
April. a.m. p.m.  
25. 5.56 6.47  
26. 5.55 6.48  
27. 5.54 6.48  
28. 5.53 6.48  
29. 5.53 6.49  
30. 5.52 6.49

## DOUGLAS FAIRBANKS

in  
*The Iron Mask*

ATHOS  
PANTAGNAN

ARAMIS  
PORPHOS

LADY DE WINTER  
CONSTANCE

LOUIS IV  
DE ROCHEFORT

RICHELIEU

THE QUEEN  
Further  
adventures of  
*The THREE MUSKETIERS*

COMING TO THE

QUEEN'S  
SUNDAY TO  
WEDNESDAY

Increased Prices

## EXCHANGES

### TO-DAY'S QUOTATIONS

On London—  
Bank, wire ..... 1/11 1/2  
Bank, on demand ..... 1/11 9/16  
Bank, 30 days' sight ..... 1/11 3/4  
Credits, 4 months' sight ..... 2/1/2  
Documentary 4 months' sight ..... 2/1/2

On Paris—  
On demand ..... 1217 1/2

Credits, 4 months' sight ..... 1229 1/2

On Berlin—  
On demand ..... —

On New York—  
On demand ..... 47 1/2

Credits, 60 days' sight 49 1/2

On Bombay—  
Wire ..... 131  
On demand ..... 131

On Calcutta—  
Wire ..... 131  
On demand ..... 131

On Singapore—  
On demand ..... 84 1/2

On Manila—  
On demand ..... 95 1/2

On Shanghai—  
On demand ..... 78 1/2

80 days' sight (private paper) ..... —

On Yokohama—  
On demand ..... 106 1/2

Gold Leaf, 150 fine (per tael) ..... —

Sovereigns (Bank's buying rate) ..... 9.85

Silver (per oz.) ..... 25 1/2

Bar Silver in Hong Kong ..... 3% Prem.

Copper Cash ..... Nominal

Chinese Copper Cents 5% Prem.

Rate of Native Interest ..... 7% p.a.

Chinese Sub. Coin ..... 33 1/2% dis.

Hong Kong Sub. Coin Par. ..... —

## LONDON EXCHANGES.

London, Yesterday.  
Paris ..... 124.17 1/2  
New York ..... 4.85 11/32  
Brussels ..... 34.94 1/2  
Geneva ..... 25.21  
Amsterdam ..... 12.08  
Milan ..... 92.67 1/2  
Berlin ..... 20.47 1/2  
Stockholm ..... 18.16 1/2  
Copenhagen ..... 18.20 1/2  
Oslo ..... 18.20  
Vienna ..... 34.54  
Prague ..... 163 1/2  
Helsingfors ..... 193  
Madrid ..... 34.02 1/2  
Lisbon ..... 108 1/2  
Athens ..... 97 1/2  
Bucharest ..... 81 1/2  
Rio ..... 5 1/2  
Buenos Aires ..... 47 9/32  
Bombay ..... 1/5 16/64  
Shanghai ..... 1/5 1/4  
Hong Kong ..... 1/11 1/2  
Yokohama ..... 1/10 1/16  
Silver Spot & Forward ..... 25 1/2  
British Wireless Service. ..... —

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or

**FLIT**

Kills instantly.

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From Imported Leghorn Fowls.  
Limited number available daily  
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(REG. TRADE MARK)  
**INHALANT**

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A WEEK'S PAPERS IN ONE.

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CHINA

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are shown in the  
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS  
and all the NEWS.

The Weekly paper that saves you  
the trouble of writing Home.

How Hong Kong prepared to receive a Royal visitor, H.R.H. the Duke of Gloucester is described in this week's "Overland China Mail," the only illustrated weekly budget of "local" and "China" news published in Hong Kong.

Accounts of St. George's Day observances, synchronising with H.M. the King's message to his people and other sympathisers all over the world appear in the "Overland."

Other items of outstanding interest include the relief of Britons and other foreigners at the up-country port of Chang-teh by the Royal Navy, the commencement of the civil action in which the Hong Kong Government sues the Hong Kong & Shanghai Banking Corporation, and the re-occurrence of piracy in the neighbouring province of Kwangtung.

The pictures are of a high standard and the weekly art supplement, published every Saturday, which is maintained in conjunction with the pioneer service of the Colony, and which has proved so popular, is annexed to the "Overland China Mail."

Send a copy to a friend or the people at Home and thus save the fatigue of having to write a long letter.

# Sport Columns

## HOME FOOTBALL

## GAMES IN THE THIRD DIVISION

## "KILLIE" GO UNDER

London, Yesterday.  
None of the leaders in the Third Division was engaged to-day, with the exception of Crystal Palace, who dropped a couple of points at Bournemouth in the Southern Section. Gillingham picked up a belated point against Watford.

In the Scottish League, Rangers had to be content with a draw against their City rivals, Partick Thistle, whilst, on their own ground, Kilmarnock (the Scottish Cup holders) lost to their Ayrshire friends, Ayr United, by two goals to one.

## Results:

## ENGLISH LEAGUE

Division III.—Southern  
Bournemouth 2, Crystal Palace 0.

Gillingham 0, Watford 0.  
Swindon 1, Torquay 1.

Division III.—Northern  
Darlington 2, Halifax 0.

Scottish League  
Partick Thistle 1, Rangers 1.  
Raith Rovers 1, Queen's Park 1.  
Kilmarnock 1, Ayr United 2.

—Reuter.

Division III. (South)

Goals.  
P. W. D. L. F. A. Pts.  
Queen's P.R. 40 10 12 5 81 60 50  
Charlton 40 21 8 11 82 60 50  
Northampton 40 18 11 10 92 55 49  
Crystal Pal. 39 28 8 11 75 66 48  
Luton 39 19 10 10 85 67 48  
Fulham 40 19 10 11 97 70 48  
Watford 39 19 9 11 78 66 47  
Plymouth 39 17 12 10 77 51 46  
Bournemouth 39 18 9 12 77 52 45  
Southend 40 18 10 15 78 72 40  
Coventry 40 14 12 14 61 56 40  
Brentford 40 14 10 15 50 57 39  
Walsall 39 18 12 14 71 73 38  
Swindon 39 18 12 14 81 68 38  
Newport 39 18 8 18 64 77 34  
Birmingham 39 18 6 18 84 73 34  
Bristol R. 40 18 8 18 78 72 32  
Torquay 39 12 6 21 62 79 30  
Exeter 40 9 11 20 66 84 29  
Norwich 39 12 5 22 58 75 29  
Merthyr 40 10 8 22 52 102 22  
Gillingham 39 9 21 39 76 27

Division III. (North)

Goals.  
P. W. D. L. F. A. Pts.  
Stockport 40 26 6 8 106 56 58  
Bradford C. 39 24 9 6 121 41 51  
Wrexham 40 21 10 9 89 63 52  
Doncaster 40 21 9 10 75 61 51  
Lincoln 40 21 6 13 90 64 48  
Wigan 39 18 8 12 76 46 46  
Carlisle 42 19 8 15 88 77 46  
Tranmere 40 20 8 17 73 75 43  
S. Shields 40 17 8 15 81 71 42  
Crewe 39 14 3 15 75 64 40  
Chesterfield 40 17 5 18 70 74 40  
St. Joseph's 40 17 4 18 73 65 39  
M. Wrighton 40 15 12 16 70 70 37  
M. Ilford 40 12 12 16 69 69 36  
Southport 40 14 8 18 67 82 36  
Rochdale 40 13 10 17 73 88 36  
Rotherham 41 14 8 18 55 77 36  
Accrington 40 18 6 21 64 78 32  
Darlington 41 13 6 24 64 88 32  
Barrow 39 10 8 21 59 84 28  
Hartlepools 41 10 6 25 57 106 26  
Ashington 41 8 7 26 46 112 23

## Scottish League

|               | P. W. D. L. | F. A. Pts. |
|---------------|-------------|------------|
| Rangers       | 38 29 6 1   | 102 31 64  |
| Motherwell    | 37 19 10 8  | 79 60 48   |
| Celtic        | 36 20 7 9   | 61 44 47   |
| Hearts        | 37 19 8 10  | 90 56 46   |
| Queen's Park  | 37 17 7 13  | 95 68 41   |
| St. Mirren    | 36 16 8 12  | 76 69 40   |
| Aberdeen      | 37 16 8 13  | 80 65 40   |
| Partick       | 37 16 7 14  | 86 68 39   |
| St. Johnstone | 37 13 10 14 | 55 69 36   |
| Kilmarnock    | 36 14 7 15  | 78 70 35   |
| Falkirk       | 36 13 7 15  | 65 84 33   |
| Hamilton      | 38 12 8 15  | 55 77 33   |
| Hibernians    | 37 13 6 18  | 53 60 32   |
| Clyde         | 37 12 6 19  | 55 68 31   |
| Cawdenbeath   | 36 12 5 15  | 49 67 29   |
| Dundee        | 37 9 11 17  | 59 66 29   |
| Ayr           | 36 12 6 18  | 65 79 30   |
| Third Lanark  | 37 10 6 21  | 69 97 26   |
| Raith R.      | 38 9 5 23   | 51 104 23  |

## RACING

## THE CITY AND SUBURBAN RESULT

## PARWIZ WIN

London, Yesterday.  
The City and Suburban Handicap, run at Epsom over one and a quarter miles, resulted as follows:

|   | Parwiz | 4 yrs.  | 7.12 1. |
|---|--------|---------|---------|
| Caballero   | 4 yrs. | 7.1. 2. |         |
| Elton   | 4 yrs. | 7.6. 3. |         |
| There were 21 starters.   |        |         |         |
| Parwiz won by half a length, a neck separating Caballero and Elton. |        |         |         |
| Betting as follows:   |        |         |         |
| 100 to 6 agst. Parwiz.  |        |         |         |
| 100 to 9 agst. Caballero.   |        |         |         |
| 13 to 2 agst. Elton.  |        |         |         |

—Reuter.

## World's Fly Title in Europe



Here's Frankie Genaro stretched out on the canvas in Paris where he was planted by the hardy lists of Emile "Spider" Pledner of France. With this knock-out of Genaro, recognised by the N. B. A. as flyweight champion, knock-out of Johnny Hill of England and a win over Izzy Schwartz, held as champion by the New York commission, Pledner's claims to the world's championship are clear.

## LOCAL LEAGUE

## TWO GAMES IN SECOND DIVISION

Two Second Division League matches were played yesterday, and resulted as follows:

(Continued on Next Column.)

## GOLF

## ENGLISH NATIVE CHAMPIONSHIP TIE

## THIRD ROUND

London, Yesterday.  
At Gosforth Park Stout, the holder, has scratched the English Amateur Golf Championship, and no previous holder is now competing.

In the third round Tolley beat Fiddian two up and one to play. Fiddian played confidently and was two up at the sixth hole. Tolley captured the lead at the tenth and lost it at the eleventh through pulling a drive badly. Tolley took the next two, but Fiddian won the 14th after a couple of halves. Fiddian took three putts at the 17th and lost the hole and the match.

Ryder Cup Foursomes

At Moortown, Leeds, the Ryder Cup foursome teams, playing on Friday, will be as follows:

Charles Whitcomb and Compson versus Farrell and Turness.

Boomer and Duncan versus Diegel and Espinosa.

Mitchell and Robson versus Sarazen and Dudley.

Ernest Whitcombe and Cotton versus Golden and Hagen.—Reuter.

Taking only yesterday's matches into account, the table now stands as follows:

|                | P. W. D. L. | F. A. Pts.  |
|----------------|-------------|-------------|
| Royal Navy     | 21 1 1      | 93 19 43    |
| K.O.S.C. ....  | 24 21 1     | 109 18 43   |
| Somersets .... | 23 14 3     | 64 25 31    |
| Athletic ....  | 23 16 4     | 102 27 31   |
| S. China "B"   | 24 10 4     | 42 49 24    |
| R.A.F. ....    | 24 9 5      | 47 48 23    |
| R.A. ....      | 24 8 4      | 12 41 68 20 |
| Small Units    | 24 6 13     | 35 69 17    |
| S. China "A"   | 23 4 8      | 29 54 16    |
| Kowloon        | 24 5 5      | 14 23 78 15 |
| St. Joseph's   | 21 6 2      | 13 27 44 14 |
| Recreio        | 23 6 2      | 15 25 68 14 |
| Eastern        | 24 4 5      | 16 20 57 19 |

## WHO'S WHO HERE

(Continued From Page 1.)

Last year he accompanied H.R.H. the Prince of Wales to East Africa. On hearing of the illness of his Royal father, he returned Home via South Africa and the Atlantic, and was then selected for the mission which brings him to Hong Kong.

Accompanying His Royal Highness are:

The Earl of Airlie, M.C. (Baron Ogilvy of Airlie), one of H.M.'s Lords-in-waiting since 1926. He is a representative peer of Scotland. He is Lt.-Col. commanding the 4/5th Batt. Black Watch (Territorial) and a late Captain in the 10th Hussars. He was born in 1898 and served in the Great War with distinction.

Rear-Admiral the Hon. Herbert Meade, C.B., D.S.O., R.N., who was born in 1875, a son of the 5th Earl of Clanwilliam. As Captain, he commanded H.M.S. "Renown" when she brought H.R.H. the Prince of Wales to Hong Kong in 1922. He, too, has a distinguished record of service in the Great War.

Major-General Sir Hugh Jamieson Elles, K.C.M.G., C.B., D.S.O., R.E., A.D.C., who was born in 1880. His father is Lt.-Gen. Sir E. R. Elles. He was in the Royal Engineers and is an Aide-de-Camp to H.M. the King. His honours during the Great War include a number of French, Belgian and American distinctions.

Captain L. W. Howard Kerr, O.B.E., who was promoted to his present rank in the 11th (Prince Albert's Own) Hussars on Sept. 29, 1924. He is an Equestrian in attendance on H.R.H. the Duke of Gloucester.

Reception in Japan  
The reception committee in Japan is headed by Prince Chichibu (brother of the Mikado), Baron Hayashi, Viscount Keimin, Mr. Matsudaira, Mr. Iyemasa, Mr. Tokugawa (who was recalled from Sydney to serve), Major-General Harushige Ninomiya and Rear-Admiral Ominato.

—Reuter.

## LIBEL DAMAGES

## SWARAJIST JOURNAL CALLED UPON TO PAY

## SEQUEL TO DERAILMENT

Calcutta, Yesterday.

The High Court has awarded £11,250 damages in a libel action brought on behalf of the Secretary of State, the agent of the East Indian Railway, and others against the Swarajist newspaper, "Forward," and the editor and printer thereof, in connection with the publication of libellous statements with regard to the fatal train derailment at Belur on July 7 last.—Reuter.

[Bretakshi, editor of the "Forward," published an article after the accident alleging that Indians injured in the disaster were searched and killed by men acting under the instructions of a European.]

Having objected to the three-shift system of working, 600 miners at Cramlington, Northumberland, have received fourteen days' notice.

Perching on the weather-vane of Cramlington Abbey last week, a jackdaw was evidently frozen to death.

WURM'S  
"STOMACH DOCTOR"

## THE BEST BITTER FOR THE STOMACH.

## EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

## FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

## FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

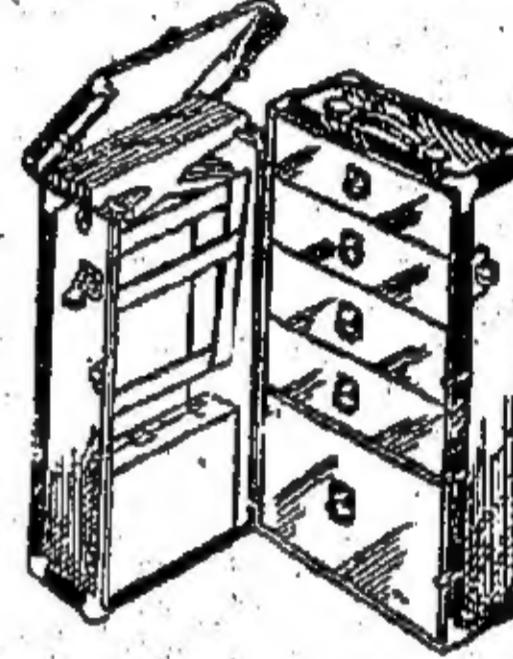
BEFORE DINNER, AND BEFORE GOING TO BED  
ONE "WURM" IS THE BEST REMEDY FOR ALL  
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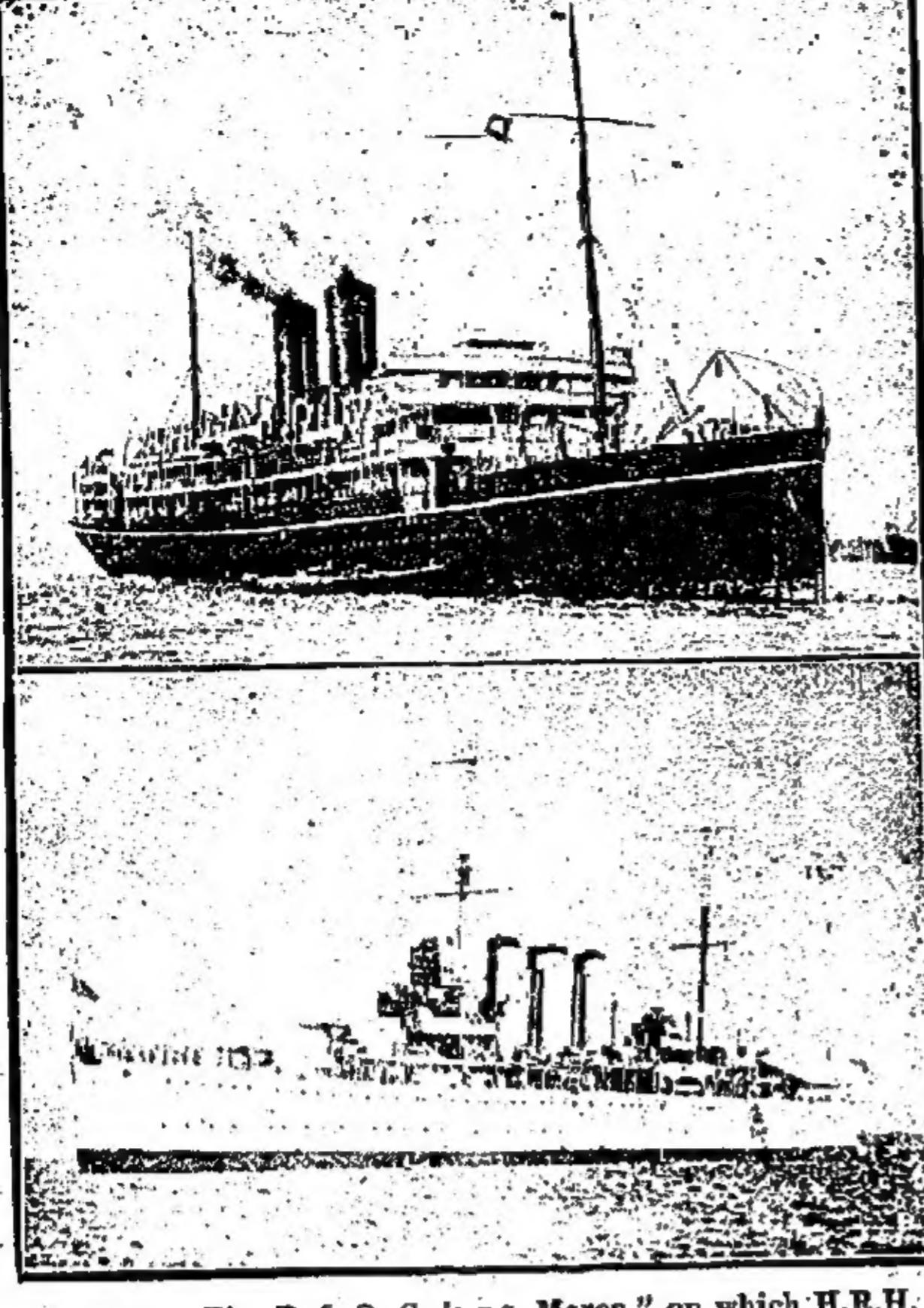
## Shipbuilders.

&lt;p

## HIS ROYAL HIGHNESS THE DUKE OF GLOUCESTER IN HONG KONG



His Royal Highness the Duke of Gloucester, third son of their Majesties the King and Queen, who arrived in Hong Kong to-day, en route to Japan as head of the Garter Mission. Here he is seen after a run with the Belvoir Foxhounds this year.



Above: The P. & O. Co.'s s.s. Morea," on which H.R.H. the Duke of Gloucester (as head of the Garter Mission to Japan) and his suite arrived in Hong Kong to-day from Home.

Below: H.M.S. "Suffolk," one of the five new 10,000 ton



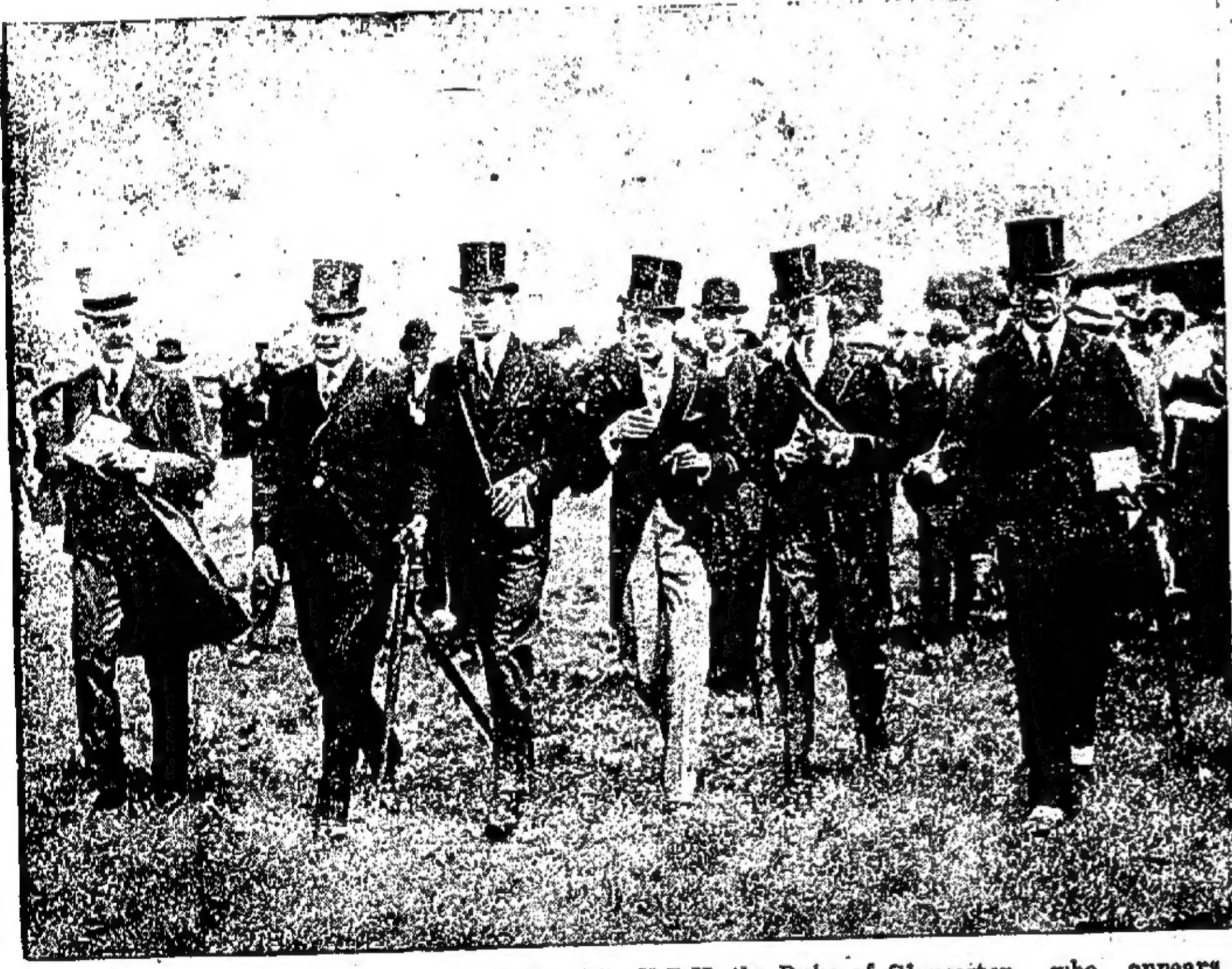
ABOVE, HIS Royal Highness (then Prince Henry), as a boy at Eton. He is seen climbing out of the water jump after his cold dip at the College's annual steeplechases—a noteworthy incident of his life that will be long remembered.



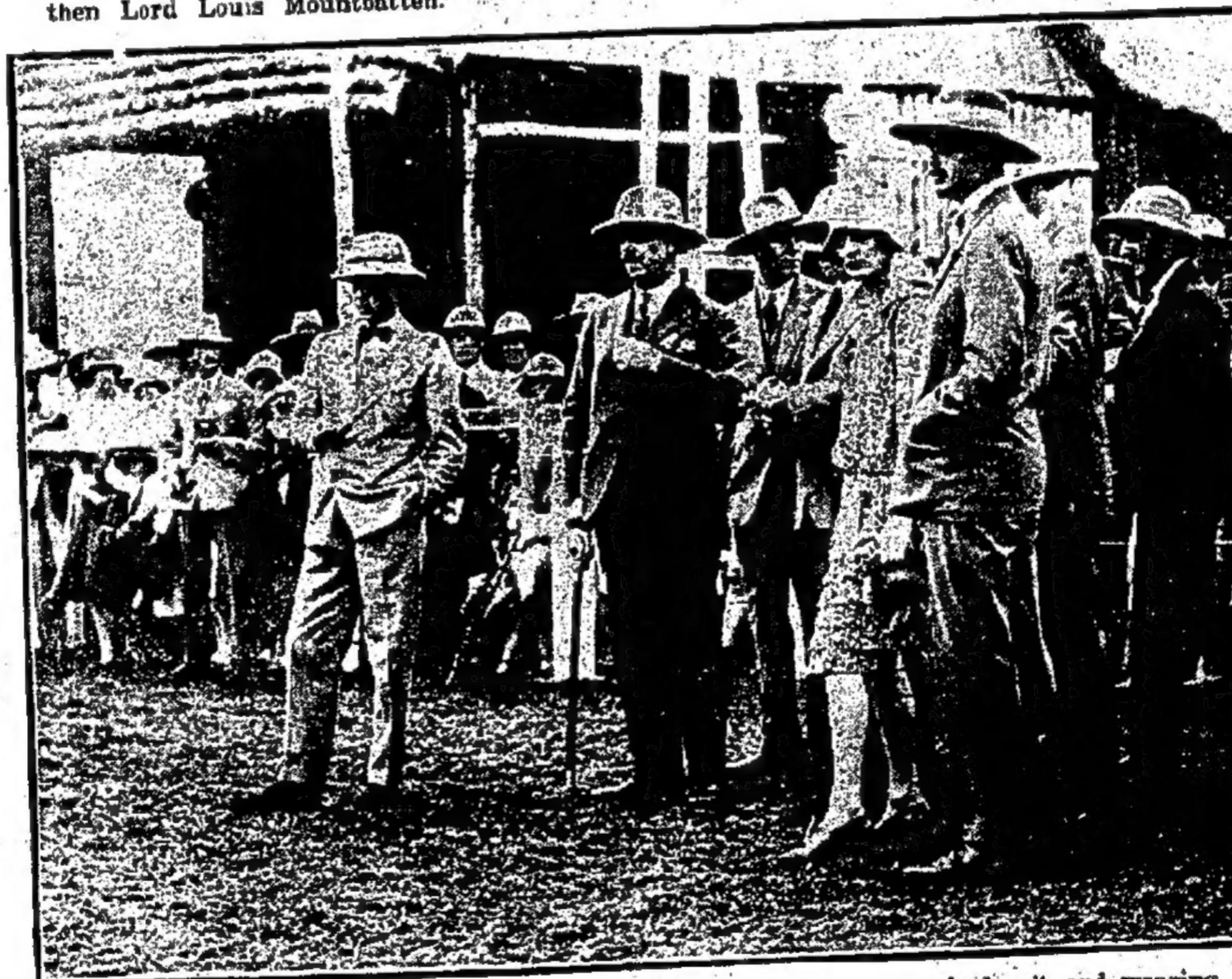
With his Royal parents and brothers in Scotland. H.R.H. the Duke of Gloucester, who is seen in the middle (fifth from left), attending the Highland Gathering at Braemar in 1913. Note the ladies' costumes of the period. On the extreme left is the Prince of Wales (the eldest brother) and next to the Duke of Gloucester is the Duke of York (the eldest brother).



In military uniform (at extreme left) is H.R.H. the Duke of Gloucester. This photo was taken in 1920 on board H.M.S. "Renown," when H.R.H. the Prince of Wales left Home on his noteworthy visit to Australia. The Prince is standing second from the left, in the uniform of an R.N. Captain. Next is H.R.H. the Duke of York (in uniform of a Lieutenant) and then Lord Louis Mountbatten.



As a spectator of the "sport of Kings," H.R.H. the Duke of Gloucester, who appears third from the left, is walking in the paddock at the Derby, at Epsom, in 1921. H.R.H. the Prince of Wales is wearing a bow tie and H.R.H. the Duke of York (second from right) is smoking a cigar. Behind the two elder Princes is one of the special detectives attached to Royalty.



In Africa last year. H.R.H. the Duke of Gloucester, in a tropical suit and wearing a single terari hat, is seen on the right of photo, attending the Agricultural Show at Nairobi with H.R.H. the Prince of Wales, the Hon. Alex Holm, C.B.E. (in dark suit and topee) and the Hon. Lady Grigg. It was on this tour that the two Princes were recalled Home on account of H.M. the King's illness.



Enjoying a walk in the summer of 1929, with the Conservative Minister, the Rt. Hon. Stanley Baldwin, M.P. This photo was one of the events of the London session.



H.M. Emperor Hirohito, the Mikado of Japan, photographed on horseback in Tokyo, the capital of the Empire. He was born on April 29, 1901, and succeeded his father to the throne on Dec. 25, 1926, the Coronation taking place last year. The Order of the Garter is to be conferred on him this year.



As a member of the Eton College Officer Training Corps, H.R.H. the Duke of Gloucester, is a popular figure while attending the manoeuvres in Windsor Park in 1926. Photo by General Photographic Agency.



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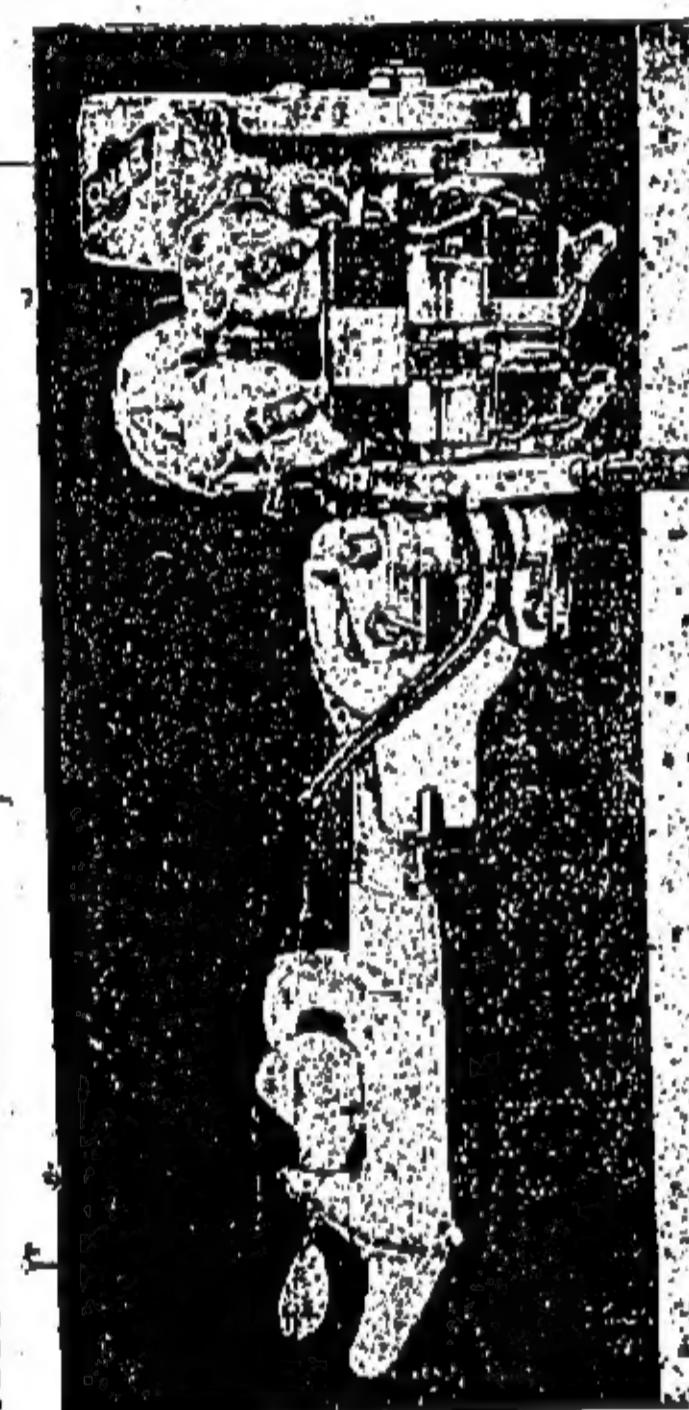
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Yours Faithfully,

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### COMMERCIAL CAR

#### DIFFERENCE IN LAYOUT OF BRAKE SYSTEM

##### A GREAT IMPROVEMENT.

It is particularly interesting to study the striking difference which has occurred during the past few years in the layout of the braking system on the majority of our commercial chassis, and especially in connection with those utilizing four-wheel brakes.

Only a short time ago, states "The Commercial Motor," the systems were, in many cases, most complicated, involving several cross-shafts, relays, rocking levers and many types of compensating device—some extremely crude. The provision made for adjustment was often quite unsatisfactory, many almost inaccessible points

### CORRESPONDENCE

#### MOTORING IN HONG KONG

[To the Editor of the "China Mail."]

Sir.—The motoring problem in Hong Kong, as in all places where East and West, 10th century and 20th century rub shoulders, as it were, is admittedly a very difficult one.

Still, with energetic and constructive assistance on the part of the authorities great improvements could be rapidly effected.

It should be realized that the manipulation of a car, (as apart from the mere guiding of it—which is easy,) in traffic, on hills, at crossings, is by no means the simple matter (except to the expert) that it appears to the man who has never sat behind a wheel and all rules and regulations should be designed and executed with this fact in mind.

### MOTOR-CYCLES

#### BRITISH ACKNOWLEDGED AS BEST

##### INCREASED EXPORTATION

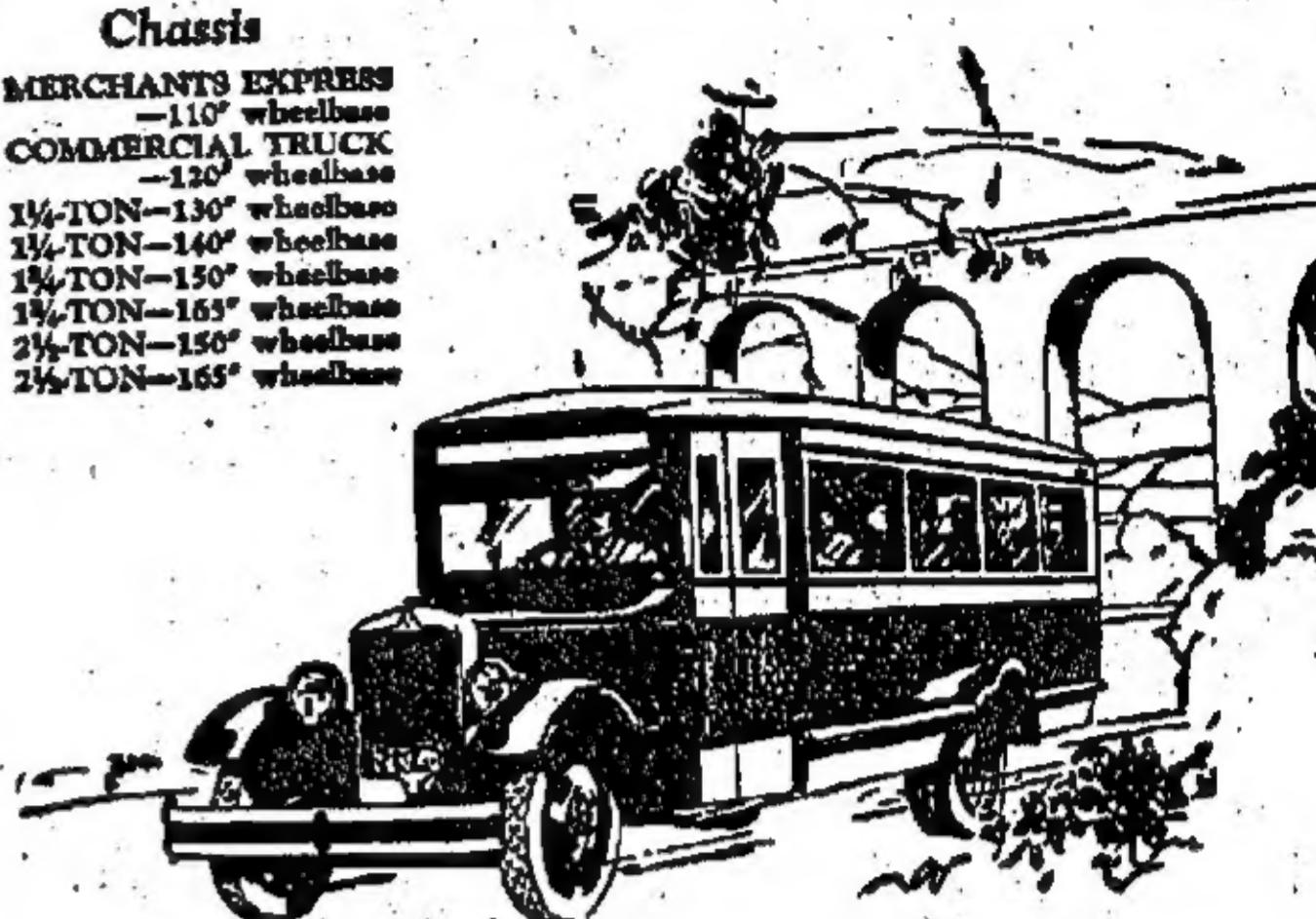
All the world acknowledges that the British motor-cycle is the best. It is also a fact that the success of the British motor-cycle industry must depend on exports.

Our vast factories can produce far more machines than are required in Britain alone, and unless we can find an extensive over-seas outlet, production must be hampered and retail prices, therefore, increased. Happily, there is every indication that the export trade is in a healthy condition.

One of the largest Swedish firms, for instance, who previously handled a well-known American make only, have just placed contracts for a large supply of British Dunelt machines, two-stroke and four-stroke.

### IMPORTANT ANNOUNCEMENT.

Chassis  
MERCHANT EXPRESS  
of 12-ton chassis  
COMMERCIAL TRUCK  
—120° wheelbase  
1½-TON—140° wheelbase  
1½-TON—145° wheelbase  
1½-TON—150° wheelbase  
1½-TON—155° wheelbase  
2½-TON—150° wheelbase  
2½-TON—155° wheelbase



### GRAHAM BROTHERS TRUCKS AND BUSES

WILL IN FUTURE TAKE THE NAME  
OF THEIR MAKERS

### DODGE BROTHERS.

The first shipment of trucks bearing the new name has arrived and may be seen at our showroom.

Trial Cordially Invited

**SOUTH CHINA MOTOR CAR CO.**

33, Des Voeux Road, Central,  
Telephone C. 5644.



With the sternal confidence of youth, Lee Bible smilingly stepped into his triplex car just before the race, little dreaming that the grinning spectre of death stalked in its wake. Fate dealt a double blow when Charles Traub, Pathé News cameraman, poised to "shoot" one of the best pictures of his career, was struck and instantly killed by

had to be lubricated and the cross-shafts were mounted in straight and rigidly held bearings which caused binding when any considerable frame flexion occurred.

Now, in nearly every chassis, the layout includes a single cross-shaft of ample dimensions mounted in spherical bearings and with the front and rear rods running direct to the brake-opening cams, in most cases these rods being unbroken and having no relay levers.

#### Robot Traffic Controllers

Warning signals and mechanical traffic controlling devices are being adopted in increasing numbers all over the world, says "The Light Car and Cyclecar," in pointing out that even in Japan the point-duty constable is giving place to robot-traffic controllers. The most recent installation of this kind in England takes the form of a flashing beacon at a dangerous cross-roads on the Southend arterial road, whilst Coventry is one of a number of big cities employing electrical point duty "constables."

(1) Confusing, irritating and worrying signals like the blinking beacon and Garden Road roulette whirling should be replaced by something useful, helpful and sensible.

(2) Traffic policemen should work in short shifts so as to be fresh and alert to anticipate, rather than have to be awakened to their duties, giving in all cases the right of way to uphill traffic, so saving gear changing and subsequent long, noisy, vexatious pulls in low. As worked at present these signals, while they may prevent accidents, are a great hindrance to the free, smooth and even flow of traffic.

(3) Considering the tortuous and hilly nature of Hong Kong roads, it should be reckoned a very serious offence for noisy, heavy, lumbering trucks and buses to hold the crown of the road against all attempts of an overtaking vehicle to pass. Non-use of their mirrors should be punishable. Attention to important details like these, rather than to pécadios like touting, would soon cause a vast improvement.

Yours, etc.,  
"Epader."

Though Sweden's population is small, it is an excellent market, for its inhabitants are enthusiastic motor-cyclists.

Many of them own motor-cycles in addition to cars, and ride their two wheelers for both business and pleasure.

The road surface there are generally bad, and for a machine to be successful it must be very sturdily built.

Before placing their orders for Dunelt's, the dealers there subjected them to extremely severe tests extending over a number of months. The British machines emerged successfully in every way.

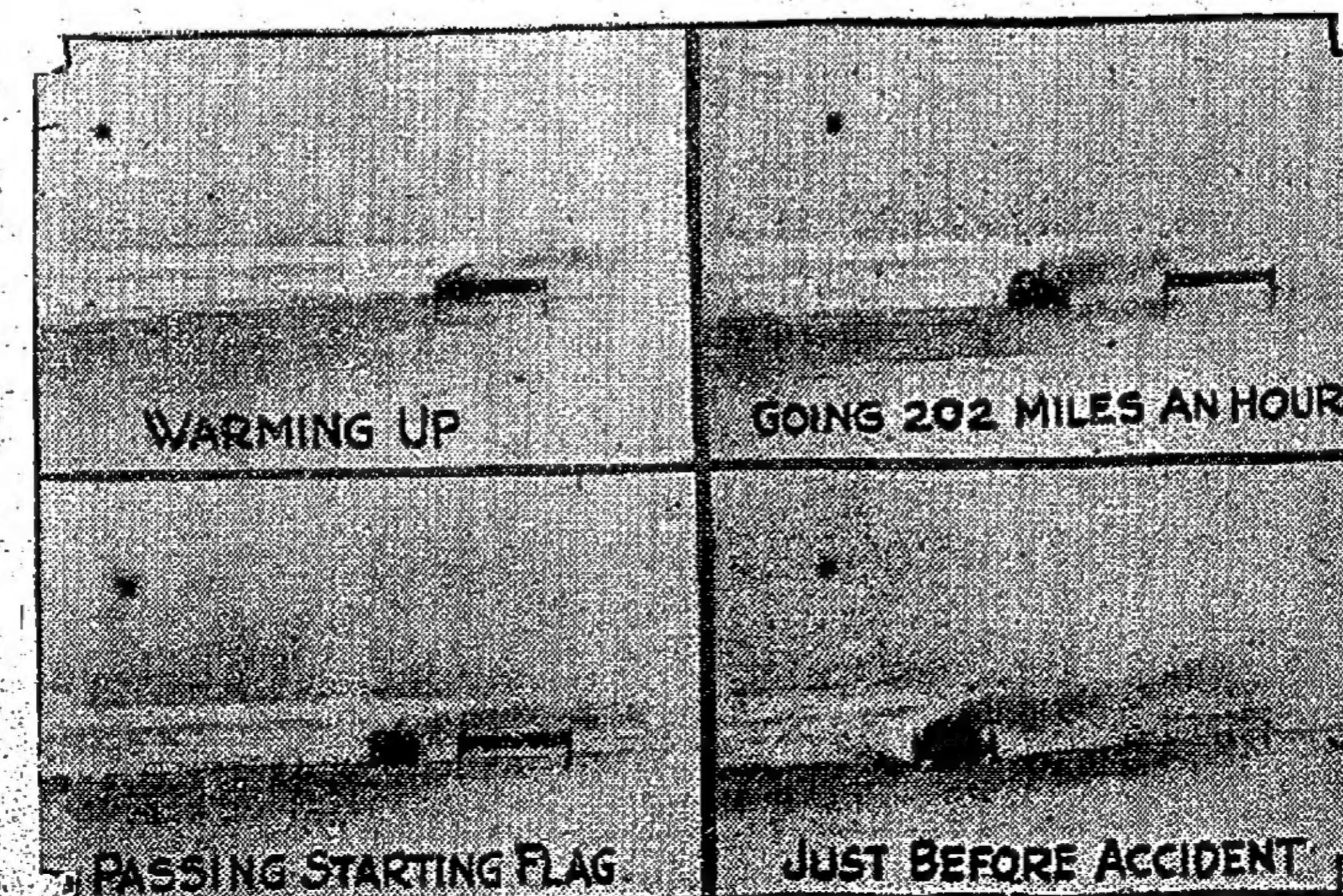
### FOR QUICK REPAIRS

#### FIAT GARAGE

67A, 67B, Des Voeux Rd. C.

Tel. C. 4821.

Camera Record of Last Race of Courageous Mechanic



Four remarkable photos made by Charles Traub, the courageous cameraman who lost his life directly in the tracks of the fatal Bible car!

### AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts  
Batteries,  
etc., etc.



Electric  
Accessories,  
etc., etc.

Sole Agent in South China for:

**BROCKWAY MOTOR TRUCKS**  
and  
**BUSES**

Beam-Lite  
Auto-Bulbs

Hartford  
Batteries

**THE ASIATIC AMERICAN CO.**  
OFFICE:  
48, Stanley Street.  
Tel. C. 244.

11, Queen's Road, N.  
Tel. C. 244.

## RACER BEATEN

CALAIS TO PARIS ON THE FOOTPLATE

187 MILES IN 185 MINUTES

Through the courtesy of the Chief Engineer of the Nord, Railway of France I have just covered 187 miles in 185 minutes on the footplate of the Super-Pacific locomotive which draws the Golden Arrow train from Calais to Paris, writes a "Morning Post" Special representative.

This run, which is among the fastest in the world, provides a thrill which no aeroplane or motor-car can give. Thousands of Englishmen are carried to Paris every week by this famous train, but, apart from noticing how the crockery is apt to leave the table during the steep curve near Amiens, few can have any idea of what it feels like to be travelling in the "cab" as the 500 tons Super-Pacific thunders along the track.

M. Collin, Chief Engineer of the Nord, had warned me to wear dungarees and a pair of aeroplane goggles. I was soon to thank him for his foresight. At Calais I was introduced to the driver and his fireman, and was told to climb up the five steps leading to the "cab," and take my stand immediately behind the driver with my back to a rail, behind which were four tons of neatly stacked briquettes. On the opposite side stood Divisional Inspector Terby, who was to explain the journey to me as we went along.

## Rising Speed

When the last passenger had taken his seat in the Pullmans behind, we glided out of Calais Maritime Station, threading our way through the uneven tracks that lie between the harbour and the town.

Almost immediately afterwards the needle of the speedometer began rising—40, 50, 60, 100 kilometres an hour. I clung to the outer rail with one hand, and to the grid behind me with the other. The footplates on which I stood began an unending dance, the roar of the engine deafened my ears, and as I looked down to the ground some fifteen feet below, fear caused a cold shiver to run down my back.

Forty-five kilometres from Calais to Boulogne. It was just before Boulogne that I got my first real thrill. Round a curve and through a tunnel as the speedometer was flickering round 110 kilometres an hour.

Soot and grit rushed across my face, flames from the furnace curled round the holes in the ventilator, lighting up the grimy faces of my three companions, and then four of the harshest whistles I have ever heard nearly burst my ear drums and left a medley of dying vibrations as we shot into Boulogne station, rattled across points and thundered round a bend until I was convinced that we were about to crash into a wall. Twenty miles of uneven sand dunes on either side of us during our run towards Staples where our speed declined to take the curve here, and then, as if in honour to the great military cemetery, we were brought almost to a standstill by a signal raised against us.

## 75 Miles an Hour

But five minutes later the speedometer was back to 120 kilometres (about 75 m.p.h.). Ahead of us along the platform of the little half of Rue, a peasant woman with a black knitted shawl thrown across her shoulders was

running up the platform for all she was worth. It seemed as if she was trying to get to Paris before us, but with a terrifying shriek we rushed past her, and the rush of wind blew her long skirts round her legs. Then we followed the road to our right and a 40 h.p. car was racing ahead. We passed it with long, nonchalant strides, and those 75 miles an hour along a track as straight as a die seemed to have dwindled into a mere thirty.

Amiens, with its criss-cross of permanent way, was bewildering to a novice like myself, but Creil more so, for we went through it quicker. "It took us 44 minutes to do those fifty miles," the driver shouted at me, but he had to repeat it three times before I could hear him. A Blue Train flashed past us in the opposite direction. The speed between our own and this train was something like 150 miles an hour, and the tremendous buffet of wind almost caused me to lose my hold, but the driver was busy lighting the end of a cigarette with a piece of rope he had thrust into the furnace door. It had ceased to hold any terror for him. Up the gradient to Chantilly, over the aqueduct, where one looks down on the forest as if from an aeroplane, and down the slope into Paris—with the innumerable goods yards on either side, and the scores of stationary engines and empty restaurant cars. Then, as the Paris "A" box came into sight, and the needle registered barely 30 kilometres, we seemed to be crawling. One felt one could jump out at that speed, and it was easy to picture how any but the most experienced driver can cause disaster through a moment's lack of judgment. There was hardly any sound from the brakes as we came to a standstill to the sound of "Porteur, Porteur" from a hundred throats. Our journey had taken exactly 185 minutes.

## WHEN A CAR IS STOLEN

Most owner-drivers hold the belief that if they insure a car and declare its value to be, say, £200, they will receive £200 from the insurance company if it is stolen and not recovered. The facts are, says "The Light Car and Cyclecar," that an insurance company's responsibility is merely to make good the loss suffered and if the market value of the car in question is, say, £110, that is all that the owner will be given. The attitude of insurance companies in connection with cars which are stolen and subsequently traced is equally (to put it kindly) businesslike. The owner is a very fortunate man if he receives any payment for the unnoticeable but none the less harmful effects of the car having been over-driven by the thief. He is also very fortunate if he can obtain anything from the insurance company as compensation for the inconvenience he has suffered whilst the stolen car has been out of his possession. Those are matters which are worth careful investigation when filling up insurance proposal forms, and some consideration of them is also advisable when declaring the value of a car. It is necessary to bear in mind that the value of a car as assessed by an insurance company is not what that particular car might fetch, but what it would cost to buy one of the same make, type and date in substantially similar condition.

## THE MOTOR CYCLE

## IT'S UTILITY AND UNPARALLELED USEFULNESS

## VARIETY OF SERVICE

The motor-cycle is an instrument of almost unparalleled usefulness. Its purchaser gets for his money more service, and a greater variety of service, than is his if he invests in any other vehicle of transport. And transport, as we have often been reminded, is civilization.

## Vehicle of Transport

It is a vehicle of transport that the motor-cycle primarily exists. Before its day the value of the bicycle had been firmly established, and with the development of the internal-combustion engine it was natural that its employment would increase enormously the range of the tourist and the convenience and comfort of the man or woman who cycled on business errands. With that idea the motor-cycle was born, and despite many and serious setbacks, even before the period of the Great War, it was a thoroughly practical vehicle for daily use as well as for long-distance travel. Even at that time Motor Cycling was conducting a constant campaign in the interests of the utility mount, and that effort, as our readers know, lately produced particularly noteworthy results.

## Not A Dream

The utility machine is no dream of the future; motor-cycles are marketed to-day in many forms and at varying prices, that meet the requirements of Mr. Everyman "who wants to be able to get about" but who possesses neither an aptitude for mechanics nor an inclination towards any particular branch of sport.

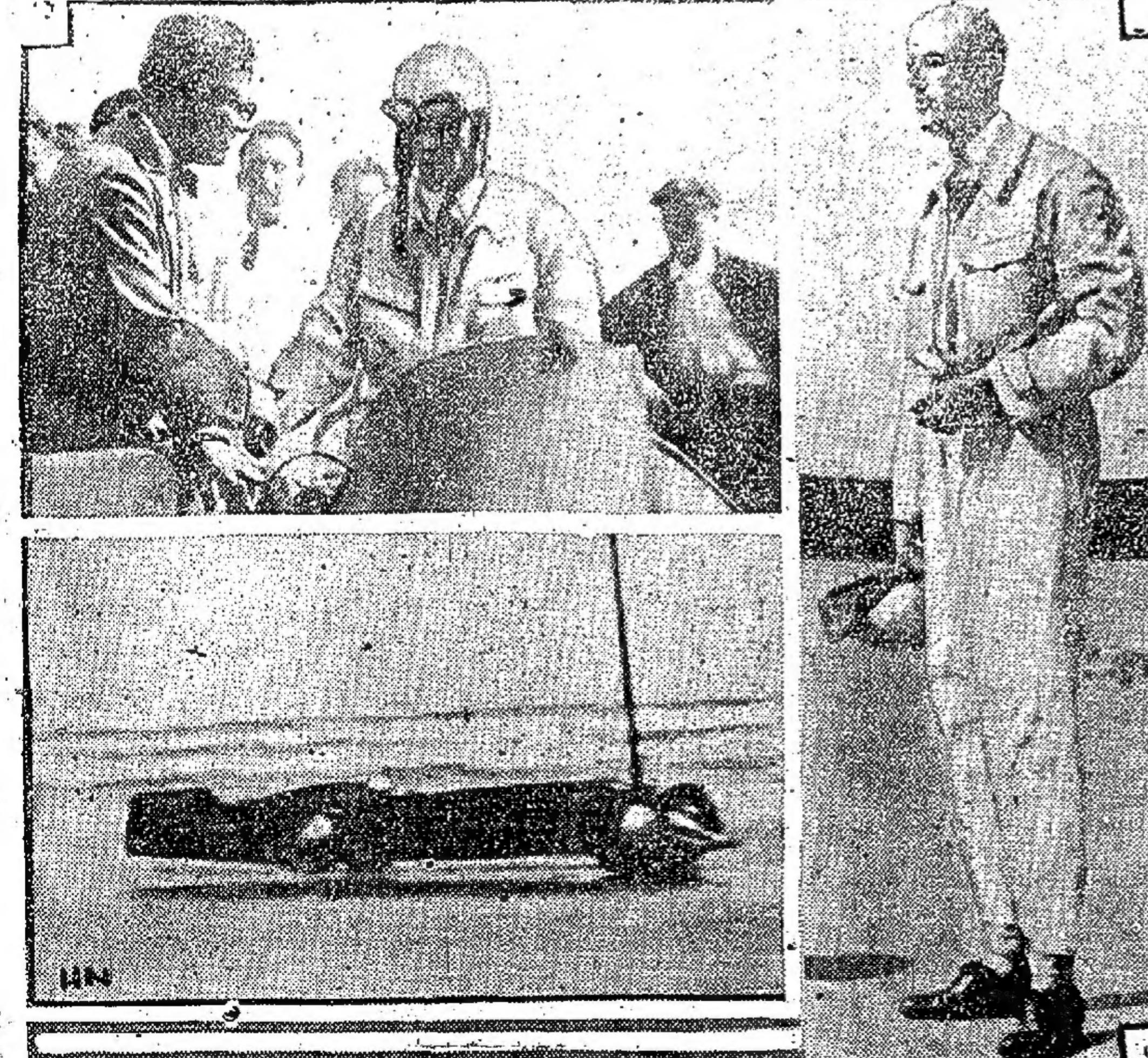
## COMFORT IN THE SADDLE

The best riding position is, of course, only to be found by experiment and equally true is the fact, says "Motor Cycling," that a number of motocyclists, on taking delivery of a new mount, proceed to ride it without making any attempt to improve their comfort or the controllability of the machine.

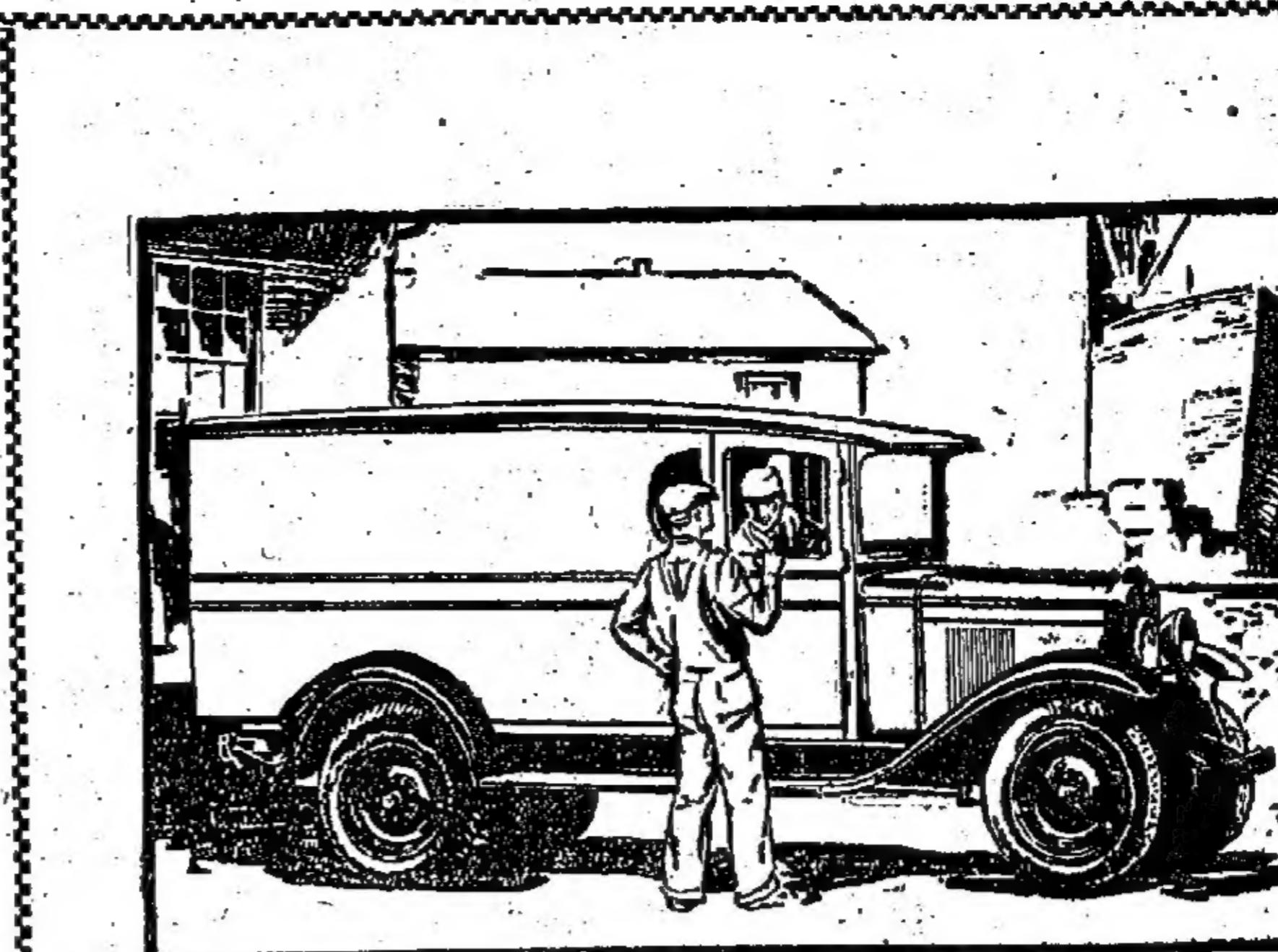
All long-distance speedmen spend quite a considerable amount of time in adjusting handlebars, footrests, knee-grips and saddles, with a view to their personal comfort, for in a long, gruelling event, even the smallest details, which at the beginning of a ride rank only as negligible discomforts or maybe, do not at first give any evidence of themselves whatsoever, become magnified out of all proportion after a few miles at high speed, and a rider's chances of success, if his position and comfort on the machine have not previously received his personal attention, may be very seriously jeopardised. It follows, therefore, that the private owner may, by bettering his riding position, gain more confidence and handle his machine with greater ease, whilst also enjoying increased physical comfort merely by spending an hour or so in the garage making use of the sundry adjustment points provided by the manufacturers of the machine.

It is wiser not to rest content with the first efforts, for by occasionally experimenting it often happens that what previously appeared to be the best obtainable combination of adjustments can subsequently be improved upon.

## Record Breaker Has World at His Feet



Added fame came to Major Sir H. O. D. Segrave, right, world's auto speed record holder, through the unfortunate death of his competitor, Lee Bible, who was killed racing J. M. White's "Triplex" to meet the demands of terrific speeds. A machine scientifically designed to the best of human knowledge to meet the demands of terrific speeds, was none too good as the bottom picture shows where only one wheel of the "Golden Arrow" clings perilously to the sand as it whizzes by at top speed. Major Segrave, top left, being congratulated by Major Armstrong of Daytona after breaking the record, deserves full credit for his iron nerve and careful preparations.



for Economical Transportation

CHEVROLET

1 1/2 TON CHASSIS  
COMPLETE HK. \$1,510.

Give this new Chevrolet Truck plenty of work—  
heavy work—constant work. Load it to capacity.  
Route it over rough, unmade roads—through  
sandy, muddy stretches—up steep grades—  
over long hills.

The type of performance it will render will  
be a revelation to you. Never in the history  
of the low price truck field has such perform-  
ance and dependability been available.

THE  
Outstanding Truck  
of Chevrolet History.THE HONG KONG HOTEL GARAGE  
25 Queen's Road Central  
Tel. Central 4759.

## ROADS AND TAXES

REVENUE DERIVED FROM  
MOTORISTS

safe side this is taken as £2,000,000. The total extra cost to the country of motor-transport cannot, therefore exceed £29,000,000 plus £2,000,000 or £31,000,000 per annum.

## Petrol Tax

The petrol tax is 4d. a gallon, and the estimate of the petrol consumption for the year 1928-9 is £16,000,000 gallons. The yield of the tax for that year will, therefore, be £13,600,000. According to the Ministry of Transport "Road Vehicles, Great Britain," return, code number 55-125-4-27, the yield of the motor vehicle taxes for the twelve months ending November 30, 1927, was £23,456,373. On this basis, allowing for the increase in licences, the yield for the financial year 1928-9 is likely to be £26,164,000. The total yield of motor taxation for 1928-9 will, therefore, be £13,600,000 plus £26,164,000, or £39,750,000 approximately, some £8,750,000 more than the cost to the country of motor transport.

The railways, it is pointed out, pay some £8,000,000 a year in rates; but this sum represents the total local rates paid by the railway companies, who themselves before the Joint Select Committee on the Railway Bills did not claim that more than £1,600,000 went towards the roads. It should be remembered also in that connection that the railway companies have approximately 30,000 horse-drawn vehicles using the roads and that these are not subject to any form of special taxation such as is imposed upon motor vehicles.

In addition to this there is the factor of police.

According to the annual reports on police in England and Wales for 1913 and 1928, there was an increase in the strength of the force of 5,075 between these two years. The average cost of a member of the police force in 1927 was £343 a year, so that the cost of the 5,075 additional constables taken on since 1913 may be put at £1,740,725. In order to be on the

particular road, to be relieved of an amount which has been variously estimated at from £4,000,000 to £6,000,000 of rates. This relief is to be used to subsidise and therefore presumably to increase certain railway traffics, notably coal for export and the heavy industries. In other words, the petrol tax—that is, the motor transport industry—is being looked to as the source for supplying the wherewithal for these derating plans.

## To the Victor Belong the Spoils



The first to great Major H. O. D. Segrave, after speeding along Daytona Beach at 231.3 miles per hour, was "Mrs." Below is shown a glimpse of the racer speeding down the course when he set the record.

## NICE DISTINCTION

MOTORIST "MECHANICALLY  
DRUNK."

The art of euphemism and the ability to express a fine shade of meaning are generally regarded as the prerogatives of diplomats, parliamentarians, and writers of distinction. It is unusual to find a police surgeon in the humdrum routine of the courts, choosing his words with that meticulous care which he would display with his knife in the operating theatre.

Giving his considered opinion at Blackburn in the case of a motorist charged with being drunk in charge

of his car, the police surgeon announced: "He was not socially intoxicated, but mechanically drunk." The phrase must have gone far to soothe the feelings of the convicted man, who was ordered to pay £20. Indeed, it was quite worth while paying this small sum for the privilege of going down to history as the person to inspire so delightful a verbal distinction. Had he been "socially intoxicated," one can merely tremble at the fate which might have overtaken him. "Mechanically drunk," it is evident, describes a far less heinous offence, and will swiftly become a term to conjure with by those unfortunate motorists who slip—or stagger—into the arms of the law. —"Morning Post."

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.

WILEYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

## MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C.244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.

WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

## MOTOR CYCLES.

B. S. A.—The Simeone Co., Ltd., Des Voeux Road, C.1067.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road, C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon, K.228.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road, C.4759.

## TRAFFIC REFORM

## MECHANICAL RECORDING OF NOISES

## R.A.C. SUGGESTIONS

A new "legal code of the road" was recommended by the Royal Automobile Club in submitting prepared evidence to the Royal Commission on Traffic at the House of Lords.

"It is essential that drivers should disclose in advance their intended movements to the traffic behind by signalling," the R.A.C. urged. "At present this is governed by custom, but the custom should be reinforced by inclusion in an official legal code."

"As between drunken drivers of motorcars and drunken drivers of horse vehicles the law is different. It should be the same, as the consequences in either case can be far-reaching."

"The custom of driving on the left should be made a legal obligation."

## Standard Signs

"Should special regulations be introduced to distinguish between dangerous driving and careless driving, then such regulations should apply to all vehicles."

"We suggest, further, that a central body should be created to standardise all such matters as guide-posts, direction signs, code of conduct on the road, white lines, etc."

"At present these differ in different parts of the country. Some of the old-fashioned signs are no longer effective."

"The Club opposes compulsory third-party insurance, because compulsory insurance of car drivers only is tantamount to proclaiming motorists as always the offenders and saying that they should always pay—and that in advance."

"Examination in ability to drive in the technical sense is useless as an index to ability to drive safely on the road. This is almost entirely conditioned by road sense, and that can only be cultivated by experiencing the use of the road."

## Speed Limit Opposed

"In the matter of noise the Ministry of Transport should be empowered to produce instruments to record the magnitude of noise (Continued at foot of next Column.)

## EXPORTS EXPAND

## BRITISH CYCLES GOING AHEAD

Official Statistics for the year ended December 31, 1928, have recently been issued and disclose a further expansion of exports of British Cycles and Motor Cycles.

Such statistics separate motor cycles from motor cycle parts and completes bicycles from various classes of cycle parts. Tyres are excluded from the figures which are discussed.

From the statistics in question it would appear that the total value of exports of British Cycle and Motor Cycle products to the various markets of the World amounted to £6,901,800 for the year ended December 31, 1928, as compared with £5,888,364 for the year ended December 31, 1927.

These figures may now be analysed as follows:—

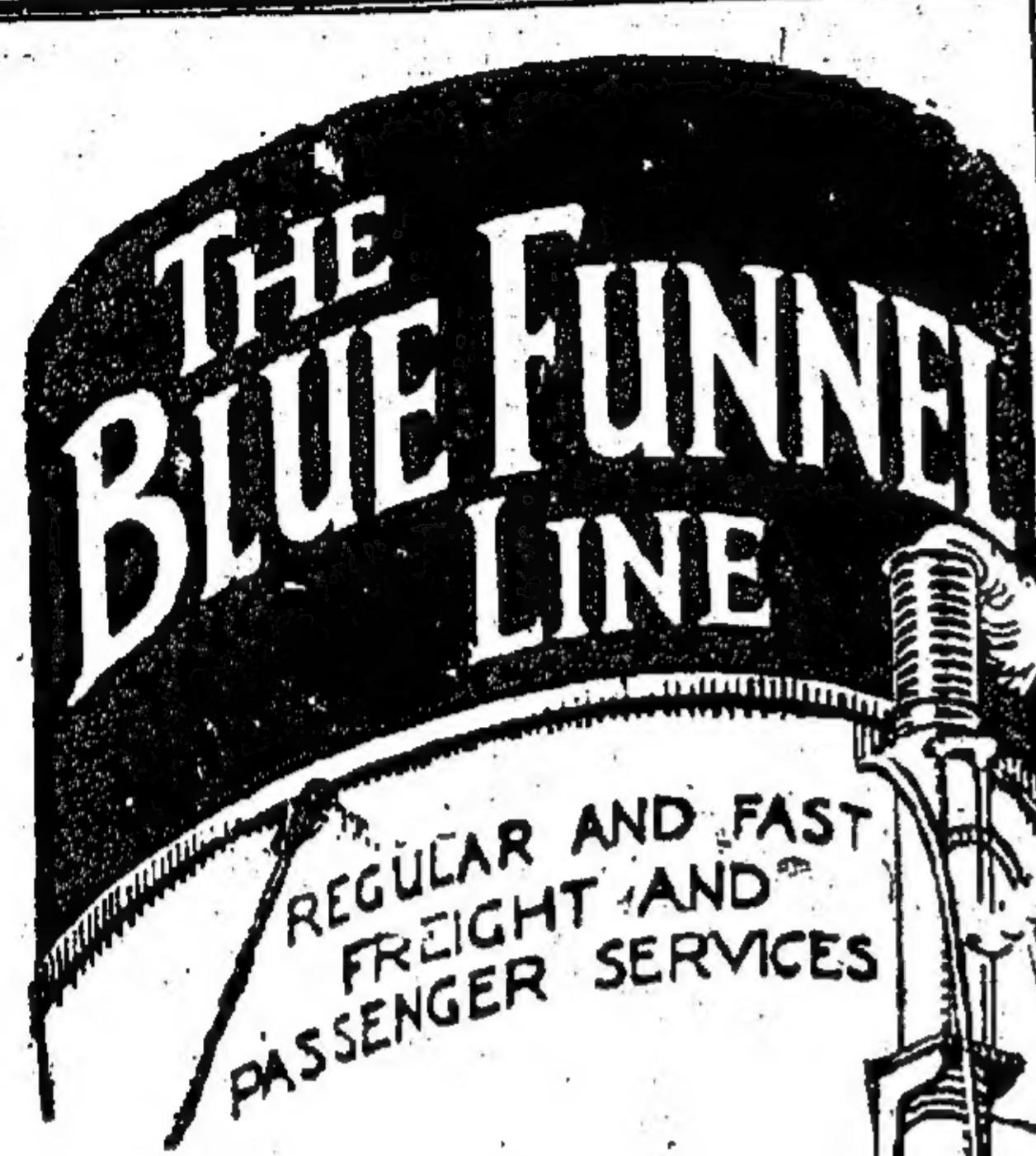
|   | 1927       | Value £ |
|---|------------|---------|
| Motor Cycles                              | 2,142,172  |         |
| Motor Cycle Parts                         | 917,736    |         |
| Cycles                                    | 1,189,455  |         |
| Cycle Parts                               | 1,039,001  |         |
| Grand Total                               | £5,888,364 |         |
|   | 1928       |         |
| Motor Cycles                              | 2,582      | 2,687   |
| Motor Cycle Parts                         | 1,02,805   | 126,826 |
| New Zealand                               | 7,379      | 13,137  |
| South Africa                              | 11,840     | 13,387  |
| British East Africa                       | 5,462      | 7,692   |
| Federated Malay States                    | 1,242      | 1,551   |
| Including Northern and Southern Rhodesia. |            |         |
| Motor Cycles                              | 1927       | 1928    |
| Australia                                 | 2,582      | 2,687   |
| India                                     | 102,805    | 126,826 |
| New Zealand                               | 7,379      | 13,137  |
| South Africa                              | 11,840     | 13,387  |
| British East Africa                       | 5,462      | 7,692   |
| Federated Malay States                    | 1,242      | 1,551   |
| Including Northern and Southern Rhodesia. |            |         |
| Motor Cycles                              | 1927       | 1928    |
| Australia                                 | 9,503      | 8,724   |
| India                                     | 2,119      | 1,902   |
| New Zealand                               | 3,186      | 2,748   |
| South Africa                              | 7,028      | 6,483   |
| British East Africa                       | 684        | 432     |
| Federated Malay States                    | 398        | 398     |
| Including Northern and Southern Rhodesia. |            |         |
| Motor Cycles                              | 1927       | 1928    |
| Australia                                 | 9,503      | 8,724   |
| India                                     | 2,119      | 1,902   |
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| Federated Malay States                    | 398        | 398     |
| Including Northern and Southern Rhodesia. |            |         |
| Motor Cycles                              | 1927       | 1928    |
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| India                                     | 2,119      | 1,902   |
| New Zealand                               | 3,186      | 2,748   |
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CHRYSLER. DE SOTO  
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Sole Agents for  
REPUBLIC MOTOR COMPANY  
OF CHINA.  
30-32, Des Voeux Road C.  
Tel. C. 1219 and C. 6252.

# The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, APRIL 25, 1929.



## LONDON SERVICE

"MENELAUS" 30th Apr. Miles, Casablanca, London, Rotterdam & Hamburg  
"HECTOR" 16th May Marseilles, London, Rotterdam & Glasgow  
"DIOME" 28th May Marseilles, London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

"GLACUS" 3rd June Gencs, Havre, Liverpool & Glasgow  
"CYCLOPS" 20th June Gencs, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
"EION" 11th May Victoria, Vancouver & Seattle  
"TYNDAREUS" 18th June Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"RHEXENOR" 8th May New York, Boston & Baltimore  
"NELEUS" 15th June New York, Boston & Baltimore

## INWARD SERVICE

"PELEUS" Due 29th Apr. For Shanghai, Kobe & Yokohama  
"PERSEUS" Due 29th Apr. For Shai, Moi, Kobe Yama & Otaru

## PASSENGER SERVICE

"HECTOR" 15th May Singapore, Marseilles & London  
"AENEAS" 11th June Singapore, Marseilles & London

\*Sails at daylight  
Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight, passage rates and information apply to

**Butterfield & Swire.**

Agents.

## POST OFFICE NOTICE.

It is hereby notified that messages will be accepted for transmission by wireless to Formosa at \$0.40 per word.

## INWARD MAIIS.

|  |                   |
|--|-------------------|
| From   | Per               |
| THURSDAY, APRIL 25.                          |                   |
| Amoy   | Tilawa            |
| Straits                                      | Hosang            |
| FRIDAY, APRIL 26.                            |                   |
| Shanghai and Europe via Siberia (London, 4th | Mantua            |
| —6th April                                   | Liangchow         |
| Shanghai and Amoy                            | Talamba           |
| Calcutta and Straits                         | Pres. Jackson     |
| U.S.A., Canada, Japan & Shanghai             |                   |
| SATURDAY, APRIL 27.                          | Shantung          |
| Shanghai and Swatow                          |                   |
| SUNDAY, APRIL 28.                            | Empress of Russia |
| Manila                                       | President Pierce  |
| MONDAY, APRIL 29.                            |                   |

## OUTWARD MAIIS.

|   |                   |
|---|-------------------|
| For   | Per               |
| THURSDAY, APRIL 25.   |                   |
| Saigon  | Solviken          |
| Sam Shui and Wuchow   | Taiming           |
| FRIDAY, APRIL 26.   |                   |
| Shanghai and Europe via Siberia   | Morea             |
| Manila and Java via Soerabaya   | Titaroem          |
| *Straits and Calcutta   | Tilawa            |
| Amoy  | Parcels           |
| Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Bombay, Aden, Egypt, and Europe via Marseilles | Letters           |
|   | G.P.O.            |
|   | Parcels           |
|   | Registration      |
|   | Letters           |
| SATURDAY, APRIL 27.   |                   |
| Hoihow, Pakhoi and Haiphong   | Hupoh             |
| Manila  | President Jackson |
| Amoy  | Anhui             |
| SUNDAY, APRIL 28.   |                   |
| Bangkok via Swatow  | Kalgan            |
| Foochow   | Luchow            |
| Swatow, Amoy and Formosa  | Canton Maru       |
| MONDAY, APRIL 29.   |                   |
| President Pierce  |                   |
| (Due Victoria, B.C., 20th May.)   |                   |
| Parcels   | Apr. 29, 3 p.m.   |
| Registration  | 4:15 p.m.         |
| Letters   | 5 p.m.            |
| Shanghai and Europe via Siberia   | President Pierce  |
| Registration  | Apr. 29, 5 p.m.   |
| Letters   | 6 p.m.            |

\*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise, Limited, by DAVID CHRISTIAN WILSON, business manager, at 36, Wyndham Street, Hong Kong.

5,000 MILES  
BRITAIN'S HUGE R.A.F.  
MONOPLANE  
STARTS ON JOURNEY

London, Yesterday. A huge Air Force monoplane, specially built to attempt the world's long distance and duration record, left Cranwell Aerodrome at 10.30 this morning to attempt to fly 5,000 miles non-stop in the direction of India.

### The Route

The route will be via Antwerp, Frankfurt, Austria, Hungary, Yugoslavia, Rumania, Bulgaria, Constantinople, Bagdad, Karach, Sholapur, Bellary, and Bangalore. A special two-mile runway was prepared at Cranwell Aerodrome for the take-off, by burning off the grass and rolling with a steam-roller.

### Carries Three Tons Petrol

The petrol carries sufficient to keep a 450 h.p. engine running three days and nights without stopping.

The monoplane will be manned by Squadron Leader, A. G. Jones Williams and Flight-Lieutenant N. H. Jenkins and carries over three tons of petrol.

### Automatic Hooter

The equipment includes an automatic hooter which warns the pilot should the machine descend below a safe altitude.

### Original Intention

It was originally intended that the flight should be to South Africa, but it has been diverted owing to the weather in Africa.—Reuter.

## AERIAL WARFARE

SEVERAL NATIONS VOTE FOR ABOLITION

### BRITAIN'S ATTITUDE

Geneva, Yesterday. Germany, Russia, China, Holland and Sweden voted in favour of the German proposal to abolish aerial warfare. M. Massigli (France), moving the rejection of the proposal, thought the time was not ripe for total suppression, but the problem must be solved ultimately.

Mr. Riden (United States), agreed, and suggested the subject might be settled at future International Convention.

Lord Cusden stated that the German proposal was outside the Committee's scope, and drew attention to the fact that the Hague Convention of 1907 decreed the abolition of aerial bombardment.

Count Bernstorff declared that the German Government would return to the subject at the Disarmament Conference.—Reuter.

## THE C. P. LINER SENSATION

### DUCHESS OF ALHOLL NO SICKNESS ABOARD HER AT CHERBOURG

### PASSENGERS GO ASHORE

Cherbourg, Yesterday. There is no sickness aboard the "Duchess of Atholl".

On her arrival she supplied the harbour doctor with particulars of the cruise, after which the passengers were allowed to land without formalities.—Reuter.

[A New York telegram, dated April 23, stated: The Canadian Pacific Agents announce that one English and two American passengers on board the "Duchess of Atholl" have died of sun stroke, but a private cable from a passenger alleges that four stewards and six passengers died mysteriously and suddenly during the cruise to the South American and African coasts.

The C.P. official statement, from Montreal, was as follows:—The latest Canadian Pacific statement, regarding the deaths aboard the "Duchess of Atholl" says that four passengers died, two of sunstroke and two of malaria.]

## TYPHOON WARNING

The American Consulate-General has received the following telegram from the Manila Observatory:

April 24, 6 p.m.

Cyclone or typhoon E. of the Southern Visayas or Northern Mindanao, moving N.W. or N.N.W.

## FRENCH Fliers

### BAILLY AND REGINENSIS HONOURED IN PARIS

### FRENCH MINISTER'S TRIBUTE

Paris, Yesterday. The International Airmen's League organised a reception in honour of Bally and Reginensi. In a speech the French Air Minister paid a tribute to the splendid realisation of the commercial liaison between France and Indo-China.—Havas.

## FLYING MISHAPS

### AUSTRALIAN GOVERNMENT ORDERS INQUIRY

Canberra, Yesterday.

The Commonwealth Government has ordered a comprehensive inquiry into the forced landings of the "Southern Cross" and the "Kookaburra."—Reuter.

It is stated that Marshal Chiang Kai-shek has decided not to proceed to Changsha, but is remaining in Hankow for a few weeks, after which he will return to Nanking.—Reuter.

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